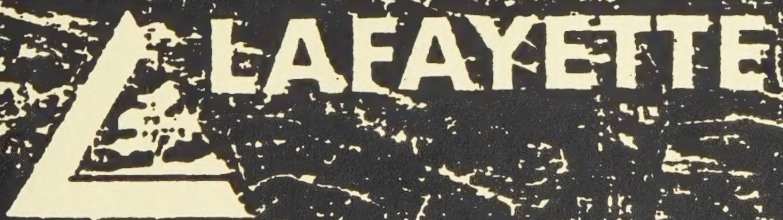

An aerial photograph of a city, likely Lafayette, Louisiana, showing a river and a bridge. The image is in black and white, with the text 'general plan' overlaid in white. The river flows from the top left towards the bottom right, and a bridge crosses it in the middle. The city is densely packed with buildings and streets.

general plan





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CITY OF LAFAYETTE, CALIFORNIA

GENERAL PLAN

Adopted by the Planning Commission September 27, 1973

Revised and Adopted by the City Council on January 2, 1974

CITY COUNCIL

Walter Costa	Mayor
James Davy	Vice-Mayor
Donn Black	Councilman
Robert Fisher	Councilman
Ned Robinson	Councilman

PLANNING COMMISSION

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John M. Kennedy	Vice-Chairman
Robert Augenthaler	Member
Ronald Caya	Member
Barbara Langlois	Member
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Lee Pfautch	Chairman (1972-73)
Ray Lundgren	Vice-Chairman (1972-73)

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Clark L. Smithson	Asst. City Manager/ Planning Director
Steven D. Billington	Asst. Planning Director
David A. Granados	Administrative Assistant
Stella Leichner	Secretary
Eileen Howard	Secretary
Linda Kriess	Secretary

CONSULTANT

Hall & Goodhue	Monterey/San Francisco
Architects/City Planners	

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Eugene C. Robertson 3/
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Richard Trudeau,
represented by Jerry Kent

Central Area

John Kennedy, Chairman 1/
Pat Everett, Vice-Chairman
Donald Doughty
Samuel McConnell
William Zion

-
- 1/ Subsequently appointed to Lafayette Planning Commission.
2/ Subsequently elected to Lafayette City Council.
3/ Also served on the Central Area Committee.

TABLE OF CONTENTS

GENERAL PLAN MAP

- I. INTRODUCTION
- II. PRINCIPAL FEATURES OF THE PLAN
- III. AREAS OF PLANNING CONCERN
- IV. OPEN SPACE, CONSERVATION, PARKS & RECREATION
- V. HOUSING
- VI. CIRCULATION
- VII. CENTRAL AREA
- VIII. INTERCHANGE AREAS
- IX. PUBLIC BUILDINGS & FACILITIES
- X. NOISE
- XI. SAFETY

APPENDICES:

- A. TRAILS PLAN IMPLEMENTATION
- B. GEOLOGY
- C. SOILS

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I. INTRODUCTION



October 1, 1973

CITY COUNCIL

Walter H. Costa, Mayor
James L. Devy, Vice Mayor
Dann L. Black
Robert M. Fisher
Ned Robinson

Mayor Walter Costa and
Members of the Lafayette City Council
975 Oakland Street
Lafayette, CA 94549

Gentlemen:

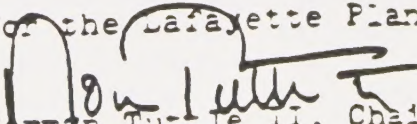
We are pleased to transmit and recommend for your adoption the enclosed General Plan for Lafayette.

It is hoped you will find the Plan responsive not only to Lafayette's residents, but to the City's role as part of the Bay region. In addition to retention of our semi-rural character, the Plan seeks to implement objectives stated in the Regional Plan 1970:1990 for the San Francisco Bay Region as adopted by the Association of Bay Area Governments, through (1) reinforcement rather than dilution of existing urban centers, (2) preservation of open space on a regionally significant scale, and (3) careful attention to environmental quality. The Plan we suggest also seeks to continue the Lafayette tradition of providing homes for an economic spectrum, through steps designed to restrain the current trend toward a single, affluent class living in our community.

The Plan includes a Central Area element which generally restates the text adopted by the City Council in 1971. We do, however, recommend some changes which the Commission felt should be brought to your attention. In addition to updating the narrative to reflect the existence of BART service, we added a suggestion that Mt. Diablo Boulevard include, where appropriate, scenic walkways and bicycle paths and a further suggestion that, in the interest of conservation of Lafayette's existing stock of moderate priced housing, not all small single-family residential lots should be designated for transition to apartment zoning.

We look forward to joining with the community in your public hearings on the Plan.

For the Lafayette Planning Commission


Norman Tuttle II, Chairman

cc Members of the Lafayette
Planning Commission

I. INTRODUCTION

THE FUTURE OF LAFAYETTE

PRESERVE AND ENHANCE THE
CHARACTER OF LAFAYETTE AS A LOW
DENSITY, SEMI-RURAL RESIDENTIAL
COMMUNITY.

--Lafayette Goals & Policies
Committee

This principal goal describes Lafayette and expresses the community's desire about its future. The character of the City is a result of terrain: well-defined hills and valleys. The semi-rural, close-to-nature feeling can be retained if hilltops and other major natural features are preserved on a major scale. The General Plan portrays a city extending from park to park and laced with an inner pattern of open spaces.

The natural features of Lafayette, which give it so much of its charm and appeal, have resulted in relatively slow, high quality development. The wave of growth outward from the urbanized Bay Area which, for example, catapulted the City of Concord from one-third the size of Lafayette to a city of nearly a hundred thousand in a few short years, leapfrogged over Lafayette to the flat lands of Ygnacio Valley. The Bay Area Rapid Transit System is, however, a major impetus for growth. This development can be expected to bring new pressures of growth, largely comprising commuting executives from San Francisco. A significant proportion of this growth will likely be aimed at view sites at the tops of hills, in spite of the multitude of problems posed by their development. These hills, in their undeveloped state, lend much to the character and quality of Lafayette. The City already has several examples of ridgetop homes springing up just outside the city, seeking the commanding, panoramic views of the distant mountains and the developed valleys. If the City is to preserve its character as a semi-rural residential community, if it is to preserve the scenic quality of the surrounding hills, and if it is to avoid the hazards of landslides, earthquakes, fires, and steep and narrow roads, decisions will have to be made to take strong and possibly costly action. If not, the citizens of Lafayette who developed the fine statement of goals and policies for the city will face the frustration of watching the erosion of the opportunity portrayed in the General Plan as each new house makes its way to the top of the City's developing ridgelines.

On the other hand, once the open space features of the Plan are safely preserved, the City can proceed to develop a handsome community focusing on an historic village area, served by a modern transit system and an adequate system of automobile circulation.

Lafayette can become a semi-rural community set in the context of a magnificent open space environment. The concept of a city from park to park is bold and exciting, perhaps unique for a city of comparable size. Complementary to the park to park theme can be a system of open spaces linking various residential areas of the community to the parks while serving a multi-use function for recreation and preservation. The development of the central area to capture a specific shopping market, the development of a civic and cultural focus, and the balancing of associated downtown uses can fortify and sustain the sense of a "community," rather than just a place to live. To accomplish these ideals is the great challenge to the citizens of Lafayette. The City must face the challenge and formulate an active program in order to preserve and maintain the quality, character and identity of the community.

WHAT IS A GENERAL PLAN?

A general plan is an official public document adopted by a local government as a policy guide to decisions about the physical development of the community. It is not legislation.

Other documents used in local planning should not be confused with the general plan. These include the zoning ordinances, subdivision regulations, hillside ordinance, and other documents which are specific pieces of legislation intended to carry out the proposals of the plan.

The general plan is intended to be flexible in order to allow periodic revisions as community conditions change over the years. Adaptation of the plan to changing conditions and goals will be effected through annual review and updating. Once a general plan is adopted, California law requires that zoning must be made to conform to the plan, and stipulates that changes in the plan require official action taken after legal public hearing.

Since the general plan process recognizes and responds to community desires, the plan is, at any point in time, an expression of local goals as determined through the most recent analysis. It is guided by a Report of the Lafayette Goals and Policies Committee for the General Plan, adopted by the Lafayette City Council on November 24, 1970.

GOALS & POLICIES

PRINCIPAL GOAL:

Preserve and enhance the character of Lafayette as a low density, semi-rural residential community.

COMMUNITY IDENTITY

Goals and Policies:

1. Create and maintain a strong "sense of community" in Lafayette.
2. Retain a village character in Lafayette.
3. Preserve the scenic quality of our surrounding hills, creek areas, trees and other rural growth.
4. Develop attractive entranceways to Lafayette.

LAND USE AND OPEN SPACE

Goals:

1. Protect the Lafayette viewscape by extending City boundaries to include natural ridge lines and to reach adjacent public open space.
2. Adopt architectural controls to ensure attractive, well-planned improvements.
3. Maintain large areas of undeveloped land in a natural state.
4. Preserve existing ridges, creeks, and utility easements and encourage their development as greenbelts and greenways, where appropriate.
5. Encourage large lots, or where appropriate, cluster developments to preserve the wooded or open character of residential areas.

Policies:

1. The City either establish a special Open Space Commission to undertake, or delegate to the Planning Commission as a priority matter, the following:
 - a. Map Lafayette to determine location and ownership of existing open space;

- b. Assemble an inventory of land presently protected from development by reason of public ownership or existing public or quasi-public easements, and determine its availability for public and recreational use;
 - c. Recommend suitable areas to be zoned for "cluster" or "planned unit" zoning so as to preserve or create open space; and
 - d. Designate, in order of priority, appropriate parcels for acquisition by the City (or by non-profit organizations) as funds may become available.
2. The City sponsor a public referendum to determine if the citizens would approve a limited property tax (for example, 25 or 50 cents per \$100 of assessed valuation for a limited period) for the acquisition of priority open space for public and recreational use.
 3. The City establish architectural review for the design of commercial, multiple residential, and tract housing (but not to review custom-built, single family housing).

CENTRAL AREA

Goals and Policies:

1. Create an attractive, high-quality commercial area as a complement to the surrounding residential community.
2. Make the Central Area economically as strong as possible, consistent with the environmental goals of the community.
3. Lafayette should seek to take advantage of the location of the BART station and the freeway off-ramps, to maximize the integration of both transportation and development of a well-organized and well-designed Central Area nucleus.
4. The Central Area should be the prime area serving the shopping needs of Lafayette's residents.
5. Lafayette should strengthen the selective regional role of the Central Area by attracting appropriate shops, restaurants, offices, and similar businesses which serve local and nearby needs.

6. Upgrade the present image of the developed portions of Mt. Diablo Boulevard by careful attention to uses, development standards and aesthetic standards.

TRANSPORTATION

Goal: Provide for safe and efficient vehicular movement on streets in Lafayette.

Other Goals & Policies: See Circulation Section.

COMMUNICATION

Goal: Recognize effective communication as an essential function of representative city government.

Policies:

1. Open and sustain effective two-way internal communications between the City and its residents and external communication on behalf of its residents.
2. Demonstrate that communication with the City regarding the needs of the residents can be effective.
3. Gain understanding and acceptance, through appropriate communication, of new programs and policies which have been adopted by the City Council.
4. Be receptive to imaginative and innovative programs and ideas in communication.

POPULATION AND HOUSING

Overall Goal: To provide a permanent supply of a variety of affordable housing of sound construction to accommodate a diversity among Lafayette citizens in terms of age and socioeconomic background and to encourage the preservation of single-family residential neighborhoods and the semi-rural character of the City.

Other Goals & Policies: See Housing Section.

PARKS, RECREATION AND CULTURE

Goal 1: Provide a system of community and neighborhood parks, including utilization of existing school properties, adjacent and other lands as they become available.

Policies:

1. The City Council should adopt a park and recreational element to the City General Plan, and also adopt a park dedication ordinance.
2. The City Council should adopt a parks and recreation ordinance which will provide for a Parks and Recreation Committee.
3. Adopt a joint powers agreement between the City of Lafayette and the School District Governing Board to provide for the establishment of Park-School Complexes.

Goal 2: Provide recreation facilities for various age groups of the type and quality not now enjoyed.

Policies:

1. Negotiate with the East Bay Municipal Utility District and other public agencies for lease of reservoir property and for right-of-way properties or easements.
2. Cooperate with regional swim, tennis, and other recreational groups in developing a user supported swimming and tennis complex having an Olympic-sized (about 50 by 23 meters) pool along with four to six tennis courts with night lighting.

Goal 3: Provide educational and cultural programs and facilities to supplement those provided by the schools.

Policies:

1. Instigate a joint-powers agreement between the City and local school districts to provide for educational and cultural programs not now enjoyed.
2. Construct a Community Center Building along the lines recommended in the Parks, Recreation, and Culture Report on a community center development dated April 27, 1970.

Goal 4: Consider measures as recommended by qualified ecological experts to preserve our environment.

Policy: Secure the services of a recognized ecological expert to work in conjunction with regional experts in making specific environmental control recommendations for the City of Lafayette.

Goal 5: Develop a system of City-wide hiking, bicycling, and

equestrian trails.

Policies:

1. Include proposed trail routes as a part of the City General Plan.
2. Seek support and help of community groups in developing and maintaining trails.
3. Work in conjunction with the East Bay Regional Park District in developing a hiking and equestrian trail between Briones and Las Trampas Regional Parks.
4. Actively pursue the use of utility easement properties within the City.

SCENIC ROUTES

GOALS:

1. To preserve and enhance scenic quality along travel ways in the City.
2. To recognize the special scenic values of certain travel ways in the City and to provide extraordinary protection and enhancement of such routes.
3. To enhance the image of the City for the benefit of Lafayette residents and businessmen.
4. To provide continuity with certain routes of the scenic roadway systems of the State of California, Contra Costa County, and neighboring municipalities, consistent with the goals and policies of the community.

POLICIES:

1. The Open Space, Conservation, Parks, and Recreation Element and the Housing, Circulation, Central Area, Interchange Areas, and Scenic Routes Elements of the General Plan should be consistent in directing policy toward preservation and enhancement of scenic quality along travel ways.
2. The City should take the necessary steps to achieve official State Scenic Highway designation for State Route 24.
3. A program of study should be undertaken to determine which travel ways in the City are suitable for

designation as local scenic routes for which extraordinary protective measures may be needed.

4. Scenic routes should include not only motor vehicle roadways, but bicycle, equestrian, and pedestrian ways, where appropriate.
5. In the designation of local scenic routes, emphasis should be on appropriate pedestrian, equestrian, and bicycle facilities in order to reinforce the City's policy of de-emphasis of auto travel.

gp-1

II. PRINCIPAL FEATURES OF THE PLAN

II. PRINCIPAL FEATURES OF THE PLAN

THE GENERAL PLAN IN BRIEF

The General Plan for Lafayette is consistent with the Regional Plan adopted by the Association of Bay Area Governments. It portrays a rural residential community of 26,000 - 29,000 people nestled in tree-studded valleys and surrounded by open hills and ridges. Guided by the Regional Plan 1970 - 1990 for the San Francisco Bay Region adopted by the Association of Bay Area Governments, the General Plan for Lafayette seeks to support urban development around existing communities, foster extensive open space and conserved areas, and focus attention on improved environmental quality.

Lafayette lies on the lower reaches of the Briones and Berkeley Hills. The Plan shows the City reaching Las Trampas Regional Park on the south and Briones Regional Park on the north. A system of open spaces, riding/hiking trails and paths links residential, commercial and recreational areas to the regional parks. Low density residential areas fill the valleys, with parks and open space connections to the larger open space and riding/hiking system. A greenbelt surrounds the City demarcating the boundary between Lafayette and its neighbors.

A network of major and secondary streets serves all areas of the City and connects to the freeway interchanges.

Landscaped entrance areas at both ends of Mt. Diablo Boulevard announce the arrival into the downtown area to shoppers, visitors and residents. The downtown contains the intensely developed BART block, central retail shopping, an automobile area, special office/residential use areas and higher density residential areas, all astride the "great street," Mt. Diablo Boulevard.

PRINCIPAL FEATURES OF THE PLAN

A City from Park to Park

Lafayette is a city lying astride a beautiful band of foothills. A little beyond the City to the north is Briones Park. Likewise, a little beyond the City limits to the south is Las Trampas Park. Both are major regional parks and part of the East Bay Regional Park District system. A grand concept of the Plan for Lafayette is for the City to extend northward and southward to both these parks, and, in conjunction with the open space around the Lafayette Reservoir, to develop a network of internal open space which would link these two regional parks through the fabric of the City creating a city from park to park.

Open Space Preservation

Lafayette's character as a semi-rural residential community is related intimately to the close sense of connection to natural open spaces which now penetrate to the heart of the City. Development of these open spaces poses a multiplicity of problems because of steep terrain, unstable soil, lack of available utilities, circulation problems, drainage problems, and other factors. The Plan proposes, in order to preserve and enhance the character of Lafayette, that the City undertake a major effort to preserve on a grand scale the important open spaces now penetrating the City, that these open spaces be identified and given a priority rating, and that the City undertake the strong, active measures necessary to preserve them. In addition to preserving the rural quality of Lafayette, these extensive open spaces will accomplish several other things for the City. They will contain a system of parks large and small; they will form the basis of an extensive riding and hiking trail system; and, they will form a basis for a natural division of the City into neighborhoods of comprehensible human scale.

Semi-Rural Residential Character

The Plan proposes that the semi-rural residential character of the City be maintained, not only through the preservation of the open spaces, but through the creative use of the zoning densities and the confinement of commercial uses to a limited number of specified areas.

Central Lafayette

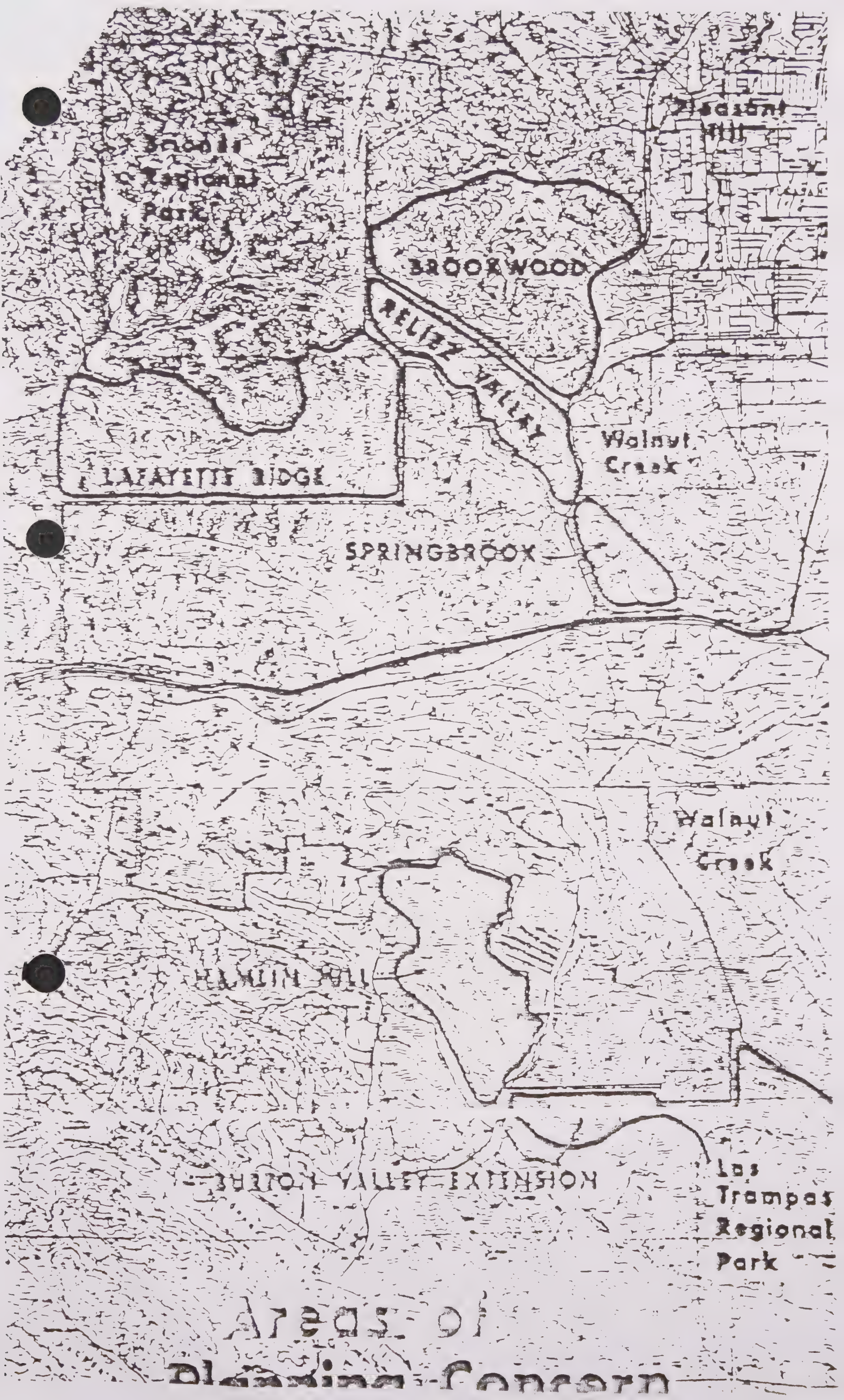
The Plan proposes that the village, the original historical point of beginning of Lafayette, remain the focus of the community and that commercial and non-residential, non-park uses be confined to the central area focusing on Mt. Diablo Boulevard.

One of the major recommendations of the Central Area Plan is the recognition of both the focal and symbolic importance of Mt. Diablo Boulevard and the fine opportunity the City still has to create a truly great street through a combination of urban beautification and preservation measures.

Circulation

In keeping with the desire to maintain a rural residential community, the General Plan recommends a minimum of street improvements. Fortunately, the City divides into a number of natural residential neighborhoods which can, for the most part, be served by existing streets.

gp-2



Areas of Planning Concern

III. AREAS OF PLANNING CONCERN

(Insert "Areas of Planning Concerns Map" here.)

AREAS OF PLANNING CONCERN

Consideration and evaluation of many factors, several of which are listed below, were necessary and appropriate not only at this general plan stage, but will also be necessary at the time of decision for or against a particular annexation. The following factors were used in the evaluations which led to the Areas of Planning Concern Map:

- Logical areas for growth that contain topographic and natural features appropriate and related to Lafayette's physical character.
- A "sense of community" in that an area is not isolated from the physical, social, political and economic purpose of the community.
- An expression of feeling of affinity for Lafayette from people residing outside the present political boundaries of the City.
- A City extending from regional park to regional park.
- An evaluation of those areas which have a visual impact on the community.

All the areas shown on the accompanying map are included within the content and context of the general planning studies for the City. Including these areas in the planning process affords the City the opportunity to set forth appropriate policy regarding development and pre-zone these areas, if desired, before annexation proceedings take place.

Although factors such as the street system, school district boundaries and community sentiment were important considerations, topography was the primary criterion in defining these Areas of Planning Concern.

Lafayette Ridge

The Lafayette Ridge is an area of severe terrain and large areas of semi-public ownership, and one of the City's most prominent natural features. It runs into Briones Regional Park, and consists of all the area which now separates the City from the park.

The Local Agency Formation Commission (LAFCO) has determined that the area designated as Lafayette Ridge should not become a part of Lafayette or any other city, nor of those special districts which provide urban services. The LAFCO decision indicates that the area will not be developed, but will remain in open

space/agricultural usage. Such a use is consistent with and encouraged by this Plan.

If the "no-development" policy is enforced by LAFCO, there is no need for this area to be annexed by the City. The area is included here, however, to indicate that the City has a vital interest and will monitor any proposals for development to assure their consistency with this plan and the current position of LAFCO. In the event the area is to be allowed to develop at any density, it should first be annexed to the City of Lafayette.

Reliez Valley

Reliez Valley is an area very similar in character to some of the other existing parts of the City, and is a logical extension of the City to the north. The line used to define the Reliez Valley planning area is generally the ridge line forming the wall of the valley along the northeast.

Brookwood

Reliez Valley Road extends over a saddle between Reliez Valley and the Brookwood area, and continues on through Brookwood. A large portion of this area is owned by the Catholic Church and may never be urbanized. However, the area does form a logical single entity extending from the park boundary to Taylor Boulevard and defined on the northeast by a prominent ridge line. All the presently populated parts of this area are within the Lafayette postal zone. The people living in the area generally feel oriented to Lafayette.

There are two small portions of the Lafayette postal zone which are outside the area defined as Brookwood on the map. One of these is part of the upper reaches of a valley, the lower part of which is already within the City of Martinez, and seems, therefore, to be a logical part of the future growth of Martinez. The other is an area between the southern end of Taylor Boulevard and Pleasant Hill Road, which seems to be a logical area of ultimate growth of Pleasant Hill. In driving northward from the Pleasant Hill interchange, one moves over a prominent saddle near the southern end of Taylor Boulevard and gets a strong sense of transition from Lafayette into Diablo Valley. Likewise, one gets an equally strong sense of moving out of that valley and into Lafayette. This summit, therefore, is a logical ultimate boundary between Lafayette and Pleasant Hill.

Springbrook

The area east of Pleasant Hill Road can be defined by a high ridge line separating it from Walnut Creek.

Burton Valley Extension

The area identified as "Burton Valley Extension" is also of planning concern to the City. The area includes the ridges which form the southern boundary of Burton Valley, plus the watershed of Grizzly Creek.

Hamlin Hill

Part of the ridgeline at the southern end of central Lafayette is owned by the Moraga School District, and it is likely that the area south of Lafayette Heights and west of Burton Valley will be included as part of a development to Rheem Boulevard, and which will be more oriented to Moraga than to Lafayette.

Regardless of the public jurisdiction which eventually controls the area, Lafayette will take an interest in the development of the portions which visually form a part of the Lafayette environment. Cooperation with other governmental agencies and with neighborhood and area associations should be effective in accomplishing development acceptable both to Lafayette and to the Moraga community.

Other Areas

There are other areas outside the City where development may be of concern to the City because of impact on drainage, traffic, utilities, viewshed of the City, or because of other important impacts. The City will review proposals for development in such areas and cooperate with developers, other agencies, and neighborhood associations in an effort to assure development consistent with Lafayette goals.

gp-3

IV. OPEN SPACE, CONSERVATION, PARKS & RECREATION

OPEN SPACE, CONSERVATION, PARKS AND RECREATION

The various components of this chapter--open space, conservation, parks and recreation--have been given separate consideration as elements of the General Plan. However, because they are so inter-related in terms of function, planning, and regulation, they have been combined herein to facilitate continuity.

The City and its residents have recognized the vital role environmental preservation will play in preserving the rural open character of Lafayette. The most significant feature of this General Plan is the preservation of open space on a permanent and grand scale. The General Plan provides for preservation, enhancement and development of open space, conservation, recreation and vistas, all welded together into a system of multi-use open spaces that define the urban areas and give order and continuity to the whole.

The General Plan has the following environmental preservation goals:

- The protection of the Lafayette viewscape through designation of areas of planning concern and, in some cases, extension of City boundaries to include natural ridgelines and to reach adjacent public open space.
- The maintenance of large areas of undeveloped land in a natural state.
- The preservation of undeveloped key ridges, creeks, and utility easements, and their development as greenbelts and greenways, where appropriate.
- The encouragement of large lots or, where appropriate, cluster developments to preserve the wooded or open character of residential areas.

The Open Space, Conservation, Parks and Recreation Element consists of a system of ridges, hills, valleys, trails, and other open space areas which link and interconnect residential, commercial and recreational development. These areas give meaningful form and context to the whole planning area while providing for a riding/hiking system, in addition to preserving Lafayette's prime resource, open space. Conservation of plant life, wildlife, scenic areas, creeks and water resources is a natural result of open space preservation.

Development in Lafayette to date has primarily occurred in the valley areas. However, this resource is rapidly disappearing as exemplified in recent developments that reach higher and higher up the slopes. Several examples exist on either side of

Lafayette Ridge, while more examples exist outside the City limits. These areas illustrate the severe grading and padding techniques utilized to prepare steep land for development. It must be noted here that to allow developments similar to those described above to occur on the ridges and hills proposed for open space and conservation would virtually destroy the character of Lafayette.

The balance, then, between development and nondevelopment--with provision of appropriate open space--is the primary concern of this element. Open space and conservation are considered and are being treated in the same context since the same areas proposed for open space are the areas that should be considered for preservation of vegetation, wildlife, soils, and watercourses.

Open Space Criteria

Several elements make up and characterize open space and are discussed here to relate the approach and process utilized in proposing the open space/conservation program. These are topography, visual impact, potential linkages and vacant land status.

Topography

The Areas of Planning Concern are primarily based on topographic considerations reflecting a continuity with relation to the land. Residential neighborhoods are spatially defined and separated by topographic features and provide a strong rationale for the ultimate growth of the City. Topography also reflects geology and soils which have a critical bearing on stability of slopes, foundation characteristics and general safety implications for building requirements. Further details and discussion of geology, soils and general safety can be found in the section on Safety, and in the Appendix.

Visual Impact

Visual features are those aspects of topography one perceives, on one hand, as area or space-defining characteristics while looking out and up; and, on the other hand, vast vistas or overviews while looking out and down. Perceptions of these space-defining and overlook features vary depending upon the degree or speed of movement, and method of movement, such as walking, riding or flying.

Potential Linkages

Open space must be developed on an area-wide system basis, and linkages and continuity are vital aspects of an open space system. Just as circulation routes are vehicular links within a neighborhood, community, city and region, open space should create visual and pedestrian links to provide association, continuity, and delineation among neighborhoods, shopping areas, public spaces and recreational areas.

Vacant Land Status

Vacant land, or undeveloped land, is normally considered the

prime resource for growth and development in a general plan process. In Lafayette's case, vacant land is the same resource that provides the visual character, sense of openness, and rural quality that are so appealing.

OPEN SPACE

The open space areas designated by the Plan contain the space-defining and characteristic physical features that represent Lafayette. The areas reach down from ridges to a point where development below can occur without disruption or scarring of the land. The main characteristic of the open area is steep slopes, generally 35 percent or more, yet these areas contain varying degrees of gentle land and wider ridge tops. These areas would serve the dual purpose of preserving open space and providing for a system of riding/hiking trails interlaced throughout the entire community, linking Briones and Las Trampas Regional Parks, plus the Lafayette Reservoir and watershed areas.

Conservation of open spaces is essential to provide visual and functional protection of natural features. Problems arising from development in designated open space areas include:

VISUAL

- Extensive lot grading.
- Cuts and fills for roads.
- Tree and ground cover removal.
- Erosion.
- Conspicuous colors and structures.

FUNCTIONAL

- Difficult and additional public expense of providing services and maintenance of facilities under difficult terrain and access conditions.
- Increased danger to property and lives resulting from natural disasters such as fires, earthquakes, and landslides.

Nearly encircling the City is a proposed, almost continuous greenbelt, providing a buffer between Lafayette and its neighboring communities. This greenbelt both visually defines Lafayette and helps maintain its sense of a distinct rural community.

TYPES OF OPEN SPACE

There are three basic types of open spaces existing or proposed in the General Plan: Utility Open Space, Corridor Open Space, and Visual Open Space.

Utility Open Space

Utility open spaces are areas where the natural site and/or safety condition lends itself most appropriately to use for parks and recreation areas of scenic value, and other public or semi-public uses. These open spaces include protected areas such as the ridges and hills, natural park areas such as Briones and Las Trampas Regional Parks, urban park and recreation areas such as Lafayette Reservoir, and urban development open spaces such as provided for by planned unit development or parkland dedication.

Utility open spaces also include resource lands such as the University of California Field Station and other agricultural areas, flood control and drainage areas such as the Lafayette Reservoir and water filtration plant. Most of these open spaces serve a multi-function purpose such as the Lafayette Reservoir: i.e., as a dam and water storage facility, a watershed area and as a community-wide recreational facility for boating, riding and hiking.

Corridor Open Space

Corridor open space includes open space assigned to the paths and areas of movement or passage and includes highways, streets and drives, rivers or creeks, rapid transit lines, and utility easements such as the EBMUD pipe line easement that parallels State Route 24, the abandoned Sacramento Northern Railroad right-of-way, and the PG&E power line easement that traverses the southern planning area. Appropriate care should be given to treatment of the "edge" of an easement with relation to adjacent development.

Visual Open Space

Visual open spaces are critical to the open rural character of Lafayette, but which may remain in private ownership with private uses compatible with the open space objectives. This category includes very low density areas of development which, visually, are essentially undeveloped.

PROGRAM OF ACTION AND IMPLEMENTATION

Present undeveloped land in the planning area represents either areas to be preserved for permanent open space and recreation purposes, or areas to be developed for future residential and community purposes.

The open space program involves the establishment of a variety of provisions for its implementation. The following methods should be used in a coordinated way to achieve a total open space program.

Hillside and Ridgeline Preservation

SEE EXHIBIT A

~~A hillside and ridgeline development policy is the basic method of protecting the terrain and surrounding natural and man-made environment of areas zoned for development. A hillside density formula reduces the density on steep land. Experience indicates that development of steep areas poses special problems which may best be solved by increased lot size. At a hillside slope of 35 percent, lot sizes of 3 to 5 acres should be required. At 40 percent, lot sizes of 7 to 10 acres should be required. Development on ridgelines also poses difficult geologic problems, and results in deterioration of the aesthetic qualities of the environment.~~

Parkland Dedication

The City's parkland dedication ordinance requires either dedication of parkland in the subdivision process or an in-lieu payment which will be used to acquire some of the designated open spaces.

Low Density Zoning

Lafayette is a low density community. At a certain level of density, residential development becomes consistent with the City's open space goals. Very low density zoning (several acres per homesite) accomplishes two purposes in Lafayette: safe and rational development of extremely steep hillsides; and preservation of visual open space in those areas which are of greatest concern to the community.

Planned Unit Development

Planned unit development provides for the preservation of visual and functional open space in conjunction with overall site development. Clustering of buildings on a site allows development to occur on the most buildable portions of lots; grading for building sites and roads is minimized, and density remains the same as could be feasibly developed under the zoning restrictions which apply to the property at the time the application is made.

(The question of the types of housing to be allowed in PUD's is considered in the Housing Element.)

Excess Rights of Way

All excess rights-of-way from City, State or other public agencies will be reviewed to evaluate their possible contribution to the open space character of the City. These remnant parcels,

EXHIBIT A

Hillside and Ridgeline Preservation

Difficulties generally associated with development of steep slopes and ridgelines include geologic, soils, seismic, and aesthetic problems. Additionally, there may be problems of drainage impact and of traffic impact on local streets in developed neighborhoods adjacent to steep land.

The two latter problems are the result of a pattern of growth in which residential development, after filling the flat lands of the City, has spread outward, occupying foothills, bases of ridges, and ridge valleys. This pattern has tended to encircle the undeveloped highlands. It has resulted in situations where the only vehicle access to the higher undeveloped areas, and the only drainage routes down from the higher areas, are through established residential neighborhoods, many of which lack drainage and road facilities adequate to tolerate significant additional development in the areas above them.

Since the City is not planning to engage in the substantial capital expenditures program that would be required to improve City-wide road and drainage facilities, the impact on such facilities that would result from highlands development should be moderated by hillside development limitations implemented through land use planning and zoning. Such limitations will also result in moderation of potential geologic, soils, seismic, and fire hazards, which could result from medium to high density development of ridgelines and steep slopes.

Two methods of implementing development limitations on ridgelines and steep slopes are low density zoning and hillside development regulations. Much of the undeveloped hillside and ridgeline land in the City is designated for low density land use. (The section entitled "Open Space Zoning" in this element addresses the matter of regulations (ordinances) by which low density policy might be implemented in some parts of the City.)

In hillside and ridgeline areas zoned for residential development, hillside development regulations should be used to provide the protection of limited density. Along major ridges as identified by the City Council, development should not be allowed within 100 feet of the ridgeline except under extraordinary circumstances. In the drafting of such regulations, it should be recognized that potential hazards to hillside land and adjacent land tend to increase as steepness of slope increases. This fact is recognized and addressed in both the Safety Element and the Geologic and Seismic Safety Element.

Hillside development regulations should require that new subdivision lots have minimum areas that are related to steepness of average slope, so that on a sliding scale of lot sizes, minimum required area increases as steepness of average slope increases.

For example at 30 percent average slope, new subdivision lots should contain a minimum of .98 hectares (2.42 acres); and at 40 percent average slope the minimum new lot size should be 1.62 hectares (4.00 acres). Above 40 percent average slope, lot sizes should be even larger.

Some flexibility should be permitted in determining required minimum lot area so that the City can permit or require limited reduction in required lot area based on characteristics that are specific to individual properties and the developments proposed for them. Likewise, some flexibility of standards should be allowed, based upon exceptional characteristics of design, topography or vegetation applicable to specific parcels of land, for ridgeline development.

Both low density zoning regulations and hillside development regulations should recognize and encourage planned unit development as a desirable and logical method of developing hillside and ridgeline land.

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often of little cash value in money returned to the public, can contribute to a greater sense of generous landscaping. The same parcels, if disposed of, often result in unattractive or overcrowded development with detrimental impact on public views. Examples include parcels adjacent to Freeway 24 and the right-of-way for State Route 77 through Burton Valley.

Taxation

The City will cooperate with property owners to accomplish the appropriate reduction in taxes on property which has been committed to permanent open space.

Donations

The City should vigorously pursue a policy of promotion of private donations of land, whether by gift, deed, easement or other devices which are short of public acquisition.

Public Acquisition

An important part of the open space effort of the City will have to be public acquisition through a combination of parkland dedication funds, annual general fund expenditures, and possibly a major bond program. Such public expenditures should be considered as an investment since they will be reflected in improved values of other lands throughout the City.

Architectural and Site Plan Review

In its exercise of architectural and site plan review, the City should give special consideration to the impact of development on the open and semi-rural character of the single-family residential areas of Lafayette. The areas of the City from which proposed developments can be seen should be carefully evaluated and efforts made to avoid pre-empting or blocking important views and view corridors.

Open Space Zoning

Zoning regulations, including adoption of one or more open space zones, may be effective in accomplishing the following desired goals of Lafayette:

- Preservation of natural resources (such as wildlife, plant life and air quality); grazing and agricultural lands; and outstanding scenic vistas.
- Establishment of a sense of identity and a definition of "community" through preservation of a greenbelt around the City.

- Protection of future residents from problems created by unstable soils, erosion, siltation, and dangers of fire.
- Provision of adequate lands for public and private recreational uses.
- Prevention of inefficient urbanization.
- Protection and enhancement of the overall environmental quality of Lafayette.

The open space zoning districts would allow such uses as crop and tree farming, vineyards, grazing, public and private parks and other recreational facilities (for such purposes as camping, hiking, horseback riding, etc.), and botanical and ecological study areas.

In addition, very low density residential development may be allowed in some open space zoning districts. Every such residential development shall be subject to some form of municipal control, ranging from site plan and building elevations approval in the lower densities to land use permits and full development plans in the higher densities. In such districts, the density shall range from three acres to 20 or more per dwelling unit, depending upon the degree to which the following criteria are fulfilled by the particular application:

- The dwelling units must be substantially concealed from important vantage points on public streets.
- The development must provide some community benefit, such as an important link in the trails system, or land for public use which was previously not available to the public.
- The development must not require substantial new above-ground utility installations, unless they are concealed from important vantage points on public streets.
- The development must not involve the required widening or improvement of any existing public street; and the anticipated traffic from the development must not create unreasonable additional burdens on existing streets, and must not result in peak hour traffic which will add measurably to any existing traffic delays.
- The development must decrease the danger of fire damage in the neighborhood and must improve some aspect of the drainage situation in the watershed; the roads must comply with general recognized seismic safety

requirements; and the soils must have sufficient stability to support the proposed development without extraordinary protective improvements.

-- There must be no substantial man-made cuts or embankments resulting from the development which are visible from important vantage points accessible to the general public by motor vehicle.

CONSERVATION

The goals of conservation are synonymous with the goals of open space, because open space goals include the retention of open areas around planned development, hillsides, and drainage basins; most wildlife species tend to inhabit the very types of areas the General Plan seeks to preserve as open space. These are also areas of hydrologic and geologic significance which require preservation and maintenance of the natural landscape for the health, safety, and welfare of the community.

Indigenous to the Lafayette area is a variety of deer, raccoon, fox, skunk, and other wildlife species which are an important part of the natural environment and which should be preserved in order to enhance the semi-rural character of the City. Conservation of wildlife habitats implies preservation of the streams, hills, valleys, trees, and other significant floral and geologic components which, in the aggregate, comprise the wildlife environment of the area. Human habitation precludes the maintenance of a pristine environment, but careful planning can result in the development of a compatible relationship between human habitations, wildlife habitats, and natural features of the earth.

This plan also provides for the conservation of two other natural resources, air and water. Preservation of the quality of air is directly related to the preservation of open space and the floral environment. Watershed and water storage facilities of the Lafayette Reservoir not only contribute to the conservation of water quality, but serve a multi-purpose function in providing recreation, open space, and wildlife habitat.

HISTORIC RESOURCES

Cooperation with the Historical Society and development of municipal programs will be oriented to the preservation and enhancement of areas and buildings which have historic or cultural significance.

PARKS AND RECREATION

The Parks and Recreation Element includes a system of existing

and proposed open spaces, trails, school facilities, and parks, strategically located and linked to provide ready access.

The existing components of the system are Briones and Las Trampas Regional Parks, Lafayette Reservoir, school recreation facilities, City-owned Burton School site, City-owned parkland (formerly Caltrans excess freeway property), commercial recreation facilities, and private recreation clubs. The proposed facilities are intended to enhance the existing elements and to provide a scale of recreation that is easily accessible and functional at the neighborhood level. These facilities include a system of equestrian, bicycle and hiking trails, and neighborhood parks. Small parks are especially desirable in and around the central area where residential population density and school-age population are high.

The Master Trails Plan of the City of Lafayette is a vital component of the open space system. The Plan is intended to stand on its own as a system of movement for hikers, horseback riders, bicyclists; it also is intended to be an important part of the overall open space, park, and recreation system.

The Master Trails Plan designates a system of routes which link Briones and Las Trampas Regional Parks, and the Lafayette Reservoir thereby providing Lafayette neighborhoods with recreational modes of access to these major public areas.

East Bay Regional Park District has completed a trail along the abandoned railroad right-of-way leading from the Town of Moraga to Olympic Boulevard which continues into the City of Walnut Creek. Neighborhood links to this major trail eventually will connect Briones and Las Trampas Regional Parks.

The proposed trail system in the City of Lafayette will provide access to public places and to scenic vistas that are the major natural amenity of the community. Where feasible, proposed trails interconnect, providing a continuous system.

In creating the Master Trails Plan, emphasis has been placed on giving the whole community ready access to the trail network. The proposed location of the trails is designated in the map titled **Master Trails Plan, Lafayette**, which is a part of this document. (Implementation aspects of the Trails Plan are included in the Appendix.)

SPECIFIC TRAILS

Specific trails, walkways or bike routes are identified below. Numbers relate to locations on the Master Trails Plan.

1. Lafayette Reservoir to Lafayette-Moraga Regional Trail &

Neighborhood Access Trail

Will provide a connection between two recreational areas: Lafayette reservoir and the City-owned parkland located on the abandoned 77/93 freeway right-of-way. It also will provide a neighborhood link to the Lafayette-Moraga Regional Trail.

a. Silver Springs Road

Will provide access from the Silver Springs neighborhood to the regional trail system.

2. Lafayette-Moraga Regional Trail to Olympic Boulevard

Will provide connections to schools and permit hiking and equestrian access to open space. Will provide access to Moraga and Walnut Creek via trailway through the southeastern area of Lafayette.

3. Burton Ridge Trail to Las Trampas Regional Park & Neighborhood Access Trails

Will provide hiking and riding trails with open space vistas.

a. Rehner Drive

Will connect the Burton Ridge with City-owned parkland on former 77/93 freeway land.

b. Bradbury

Will provide an additional neighborhood access trail through native flora.

4. Lafayette-Moraga Regional Trail to Las Trampas Regional Park & Neighborhood Access Trail

Will provide a connection to the Burton Ridge Trail, making "loop" trips possible.

a. Silverado Drive

Will provide neighborhood access.

5. West Trail

Will provide scenic vistas and a connection to the Lafayette Ridge for hikers and equestrians in the northwestern section of Lafayette. (An unspecific broad

area is designated on the Master Trails Plan.)

6. Reliez Valley Road Walkway/Trail

Will permit safer passage for pedestrians, bicyclists and equestrians than does the roadway. Will form a needed link between Briones Regional Park, the Briones to Mt. Diablo Regional Trail, and the proposed eastern and western Reliez Valley Trail system.

7. Western Reliez Valley Trail

Will designate an area where trails have been requested. Will permit access from Reliez Valley area to Lafayette Ridge and Briones Regional Park. (An unspecific broad area is designated on the Master Trails Map.)

8. Eastern Reliez Valley Trail System

Will provide access to areas of natural interest, including wooded riparian areas and ridge vistas. Will give residents a number of access routes to the Reliez Valley Road Walkway/Trail.

9. Neighborhood Access Trails to Lafayette Ridge

- a. Monticello Road
- b. Rose Lane
- c. Sessions Road
- d. Springhill Road

10. Community Trails

a. Sweet Drive

Will provide access to and from St. Mary's Road, and access for school children going to and from St. Perpetua's School.

b. Walter Costa Loop Trail

Will form a loop connecting Quail Ridge Road with Pine Lane.

(Insert Master Trails Plan here.)

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V HOUSING

I. INTRODUCTION

The Housing Element manifests the principal goal of Lafayette-- "To provide a permanent supply of a variety of affordable housing of sound construction to accommodate a diversity among Lafayette citizens in terms of age and socio-economic background and to encourage the preservation of single family residential neighborhoods and the semi-rural character of the City." Concurrently, the plan expresses the additional desires of the community to provide adequate housing for the elderly, young families, and those financially unable to acquire residence in the low-density, high cost, single family areas of the city.

The former and latter concepts are not in conflict. The existing nature of circulation, drainage, terrain, and utilities-availability tends to preclude high-density development outside the Central Area; citizen desires for neighborhood protection and preservation of open space reinforce the low-density residential development. Terrain, drainage, and circulation are relatively non-restrictive factors. Also, those income groups requiring multi-family and smaller lot single family units tend to be those needing greater access to transportation, shopping, and other facilities concentrated in the central area. Central area land costs also demand a significant level of development density.

The plan provides for the enhancement of the overall residential environment through the dual Central Area/outer area concept, with emphasis on coordinated development to allow these two entities to exist as one functional residential community expressing the goals and desires of a cross-section of the population.

PURPOSE

In enacting the Housing and Home and Finance Act of 1975, the California Legislature declared the early attainment of a decent home and a satisfactory living environment for all Californians a priority of the highest order (see Health and Safety Code Section 5002).

The role that a local government is to play in the attainment of this goal is reflected primarily in the statutory requirement for a housing element as one of the nine mandated elements of a local jurisdiction's General Plan (see Government Code Section 65302).

ASSEMBLY BILL 2853

Assembly Bill (AB) 2853, enacted by the California Legislature in 1980 (Chapter 1143, Statutes of 1980), requires that the Housing Element of each local government include an identification of

existing and projected housing need. This needs estimate must include the locality's share of the regional housing need, as determined either by that locality's council of governments, or by the State Department of Housing and Community Development.

The requirements in AB 2853 for a Housing Element were not new. Previously, each local government in the State was required by law to have such an element in its General Plan. Lafayette adopted a Housing Element as a part of its General Plan. The Planning Commission prepared a revised Housing Element under the State's 1977 Housing Element guidelines, but the revisions were not adopted by the City. AB 2853 requires local governments to revise their Housing Elements to add the requirements enacted in the new law. All local governments in the State were required to conform their Housing Elements to the statutory provisions by July 1, 1984. On June 20, 1984, the Legislature altered the deadline previously enacted. Local governments in the San Francisco Bay Area (which includes Contra Costa County and its cities) were required to update their Housing Elements by January 1, 1985.)

By law, the Housing Element must consist of:

- An analysis of the housing needs of all economic segments of the community;
- A set of goals, policies and quantified objectives; and
- A housing program that establishes a schedule of actions to meet the locally adopted goals, policies and objectives.

In addition, the law requires that the Housing Element be periodically revised, at least once every five years.

PUBLIC PARTICIPATION

State law also requires that the local government, in adopting its Housing Element, make a diligent effort to include the participation of all economic segments of the community. This requirement has been met in the preparation of this Housing Element under the direction of the City Planning Commission. The Planning Commission and City Council will hold public meetings on Housing Element, and will consider all comments received prior to adoption of the final Housing Element into the City's General Plan.

CONSISTENCY WITH THE GENERAL PLAN



PLANNING AREAS

In the preparation of this Housing Element revision, the internal consistency of the General Plan has been maintained. While the Housing Element, as proposed for revision, contains new policies and actions for the City, these do not represent a significant departure from current policies of the General Plan. Instead, they complement the current policies and programs of the City.

The existing General Plan contains planning goals reflecting the aims and aspirations of the City. These goals were adopted to enhance the living environment of Lafayette, recognizing its natural environment, and to provide for high quality housing and other development in a properly planned, orderly fashion. The principal goal of the General Plan is to "preserve and enhance the character of Lafayette as a low density, semi-rural residential community."

The General Plan land use, housing, transportation, environmental resources management, noise and other elements are intended to accommodate residential growth in an orderly way, while minimizing degradation of the natural environment of the community. The revisions proposed for the Housing Element extend that commitment in accordance with the requirements of state law. Although the City did not adopt the Housing Element revisions proposed by the Planning Commission in 1982, the revision restated the principal housing goal for the City that was directly related to other elements of the General Plan: "To provide a permanent supply of a variety of housing that is affordable and of sound construction to accommodate a diversity among Lafayette citizens in terms of age and socio-economic background and to encourage the preservation of the single family residential neighborhoods and the semi-rural character of the City."

CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENTS

The adoption or amendment of the General Plan normally constitutes a project under the California Environmental Quality Act (CEQA) and the state's guidelines for the preparation and adoption of environmental impact reports. Thus, the City has the responsibility of preparing an initial study to determine whether any aspect of the proposed revised Housing Element may significantly affect the environment. This analysis will be conducted by the City planning department staff.

PLANNING AREA AND TIME FRAME

The revisions proposed in this document to the Lafayette General Plan cover the current corporate limits of the City. Although the element covers the housing needs of the City for the next five years (through 1990), certain information presented here covers a longer time period.

For example, zoning currently in effect for the City would accommodate development beyond 1990. Longer term projections contained in this Housing Element are more tentative than those for the near term, and will be subject to revision in future revisions to the Housing Element or other elements of the City's General Plan.

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II. POPULATION AND HOUSEHOLD CHARACTERISTICS AND IDENTIFICATION OF HOUSING NEEDS

This chapter discusses characteristics of Lafayette's population and housing stock, and identifies existing and projected housing needs for the City, as required by state law. The chapter uses 1980 Census information, and as such is somewhat dated. Nevertheless, the City believes this reflects the general housing and population characteristics in Lafayette in 1986.

POPULATION

Total Population

Table 1 displays population totals for Lafayette, Contra Costa County, and the Bay region for the years 1960 to 2000. (Note: all tables display statistics for 1980 unless otherwise noted.) The City was incorporated in 1968. Between 1960 and 1970, an annual growth in population of more than 10% was experienced in the Lafayette environs. Since 1970, the City's population has been very stable, with growth rates substantially less than Contra Costa County and the Bay region as a whole. Projected growth for the City is expected to continue at a slow pace, less than rates projected for both Contra Costa County and the Bay Region.

TABLE 1. POPULATION, 1960-2005

YEAR	LAFAYETTE	AVERAGE ANNUAL COMPOUNDED PERCENT INCREASE	CONTRA COSTA COUNTY	AVERAGE ANNUAL COMPOUNDED PERCENT INCREASE	BAY REGION	AVERAGE ANNUAL COMPOUNDED PERCENT INCREASE
1960	7,114	----	409,030	---	3,638,939	---
1970	20,484	10.6	558,389	3.1	4,628,199	2.4
1980	20,879	0.2	656,380	1.6	5,179,783	1.1
1990	22,500	0.8	759,300	1.5	5,809,600	1.2
2000	22,100	-0.2	845,600	1.1	6,298,000	0.8
2005	22,000	-0.1	888,600	0.1	6,517,000	0.7

Sources: U.S Census, 1960, 1970 and 1980 (STF-1).
 Association of Bay Area Governments, Projects 85.

Age

Table 2 displays the age of Lafayette's population and compares it with that of Contra Costa County and of the Bay region's.

TABLE 2. AGE OF THE POPULATION

AGE GROUP	CITY OF LAFAYETTE		CONTRA COSTA COUNTY		BAY REGION	
	#	%	#	%	#	%
Under 5	918	4.4	44,035	6.7	329,335	6.4
5-17	4,309	20.6	136,974	20.9	966,968	18.7
18-64	13,558	64.9	414,527	63.2	3,350,464	64.7
65 +	2,094	10.0	60,884	9.3	553,017	10.3
Total	20,879	100.0	656,380	100.0	5,179,784	100.0

Source: U.S Census, 1980 (STF-1).

Table 3 presents the median age of the population for each jurisdiction in Contra Costa County. Lafayette's median age is higher than that of the county and the region. This can be attributed in part to the City's slower pace of development activity (compared to the region) during the past 15 years.

TABLE 3. MEDIAN AGE

JURISDICTION	AGE
Antioch	27.8
Brentwood	29.4
Clayton	31.6
Concord	29.6
El Cerrito	40.1
Hercules	28.4
Lafayette	35.9
Martinez	31.4
Moraga	34.5
Pinole	31.3
Pittsburg	27.1
Pleasant Hill	31.5
Richmond	30.0
San Pablo	28.9
Walnut Creek	39.6
Contra Costa County	31.5
Bay Region	31.3

Source: U.S Census, 1980 (STF-1).

Racial and Ethnic Distribution

Table 4 displays the racial distribution of Lafayette's population and compares it to that of Contra Costa County and the Bay Region. The City is predominantly white, and significantly smaller proportions of other races than either the county or the region. Hispanics are not included in this table because they are counted as an ethnic group.

RACE	CITY OF LAFAYETTE		CONTRA COSTA COUNTY		BAY REGION	
	#	%	#	%	#	%
White	19,926	95.4	534,628	81.5	3,895,810	75.2
Black	87	0.4	60,172	9.2	467,016	9.0
Am. Indian\1	39	0.2	3,890	0.6	32,842	0.6
Asian\2	589	2.8	29,534	4.5	431,082	8.3
Other\3	238	1.1	28,156	4.3	353,034	6.8
Total	20,879	100.0	656,380	100.0	5,179,784	100.0

\1 Includes Eskimo and Aleut.

\2 Includes Japanese, Chinese, Filipino, Korean, Asian-Indian and Vietnamese.

\3 Includes Hawaiian, Guamanian and Samoan.

Source: U.S Census, 1980 (STF-1).

Table 5 presents both the number and porportion of people of Spanish orgin (Hispanics) in Lafayette, Contra Costa County, and the Bay Region. As is the case with non-white ethnic groups, the City has a significantly smaller proportion of Hispanics than either the county or the region.

TABLE 5. PERSONS OF SPANISH ORIGIN

GROUP	CITY OF LAFAYETTE		CONTRA COSTA COUNTY		BAY REGION	
	#	%	#	%	#	%
Hispanics	554	2.7	55,820	8.5	632,542	12.2

Source: U.S. Census, 1980 (STF-1).

Employment

Table 6 displays the population, households, and number of jobs by industry in Lafayette for 1980 and projected for the years 1990 and 2005. Table 7 explains the employment categories used in this table.

TABLE 6. LAFAYETTE EMPLOYMENT, 1980-2005

ANNUAL AVERAGE COMPOUNDED PERCENTAGE INCREASE

	1980	1990	2005	1980-1990	1990-2005	1980-2005
Agriculture and Mining	148	40	20	-1.2	-4.5	-7.7
Manufacturing and Wholesale	479	410	440	-1.5	4.7	-0.3
Retail	2,022	2,140	2,260	0.6	0.4	0.4
Services	2,168	2,570	2,800	1.7	0.6	1.0
Others	3,299	3,400	3,490	0.3	0.2	0.2
	-----	-----	-----	-----	-----	-----
Total Employment	8,116	8,560	9,010	0.5	0.5	0.4

Source: ABAG, Projections 85.

TABLE 7. EMPLOYMENT CATEGORIES FOR TABLE 6

Agriculture and Mining	Agriculture, Forestry, Fisheries, Mining.
Manufacturing and Wholesale	Food, Beverages, Tobacco, Textile and Apparel Products, Lumber, Wood, Paper Products, Furniture, Printing and Publishing, Chemicals and Allied Products, Petroleum Refining and Related Industries, Rubber, and Leather Products, Stone, Clay, Glass, Concrete Products Primary Metal Products, Fabricated Metal Products, Non-Electrical Machinery, Computer & Office Equipment, Service Industry Machinery, Electric Transmission and Industrial Apparatus, Household Appliances, Lighting Equipment, Radio, T.V., Communication Equipment, Electronic Components and Equipment, Transportation Equipment, Professional, Scientific Equipment, and Miscellaneous Manufacturings, Wholesale Trade.
Retail	Retail Trade.
Services	Hotels and Lodging Places, Personal and Auto Repair Services, Business and Professional Services, Amusement and Recreation Services, Health Services, Local Education Services, Public and Private Research and Development, Non-Profit Professional Organizations.
Others	Construction, Maintenance and Repair, Transportation Services, Truck Transportation, Communication, Electrical Services, Gas Production and Distribution and Commercial Electrical Distribution, Water, Steam Supply, Sanitary Services, Finance, Insurance and Real Estate, Public Administration/Government, Water and Wastewater Treatment and Sanitation.

Source: ABA6, Non-Survey Input/Output Model for The San Francisco Bay Region, pp. 18-19.

Location of Workplace

About one-fifth of Lafayette's workers are employed in the City. Another 32 percent work in either Oakland or San Francisco. The greatest proportion, however, works elsewhere in the five-county Standard Metropolitan Statistical Area (SMSA). Workplace locations for Lafayette's workers 16 and older are shown in Table 8.

TABLE 8. WORKERS 16 AND OLDER BY PLACE OF WORK, LAFAYETTE, 1980

PLACE	OF	WORK	%	%
Lafayette		2,109		20.2
Central City/2		3,340		32.0
Elsewhere in SMSA/1		4,177		40.0
Outside SMSA/1		211		2.0
Not Reported		616		5.8
Total		10,453		100.0

/1 SMSA includes Alameda, Contra Costa, Marin, San Francisco, and San Mateo Counties

/2 Central City includes San Francisco and Oakland

Source: U.S. Census, 1980 (STF-3).

Table 9 compares the work place status of employed residents of other nearby Contra Costa cities. It shows that Lafayette has a greater percentage of residents working in the City than Moraga or Pleasant Hill, but not as great as those of Concord or Walnut Creek--cities with substantial employment bases.

TABLE 9. WORKERS 16 AND OLDER BY PLACE OF WORK, 1980
(Percentage of Resident Workers)

PLACE OF WORK	CONCORD	LAFAYETTE	MORAGA	PLEASANT HILL	WALNUT CREEK
City of Residence	28.8	20.2	15.6	13.9	24.5
Central City/2	19.2	32.0	39.2	23.8	29.3

Elsewhere in SMSA/1	39.9	40.0	35.8	51.7	34.7
Outside SMSA/1	2.9	2.0	1.9	3.9	2.5
Not Reported	9.2	5.9	7.5	6.8	8.9

 /1 SMSA includes Alameda, Contra Costa, Marin, San Francisco, and San Mateo Counties

/2 Central City includes San Francisco and Oakland

Source: U.S. Census, 1980(STF-3).

Labor Force Status

Table 10 shows the status of Lafayette residents 16 and older in the labor force. Similar figures are shown for Contra Costa County and the Bay Area. A greater proportion to the City's male residents are in the labor force than those of the county or the region, but proportionally fewer female Lafayette residents are in the labor force than in the county or region.

TABLE 10. PERSONS 16 AND OLDER BY LABOR FORCE STATUS, 1980

LABOR FORCE STATUS	CITY OF LAFAYETTE		CONTRA COSTA COUNTY		BAY REGION	
	#	%	#	%	#	%
Civilian Labor Force						
Male	6,463	81.0	186,784	77.6	1,495,911	75.8
Female	4,627	51.4	137,432	52.8	1,168,929	55.9
Not in Labor Force						
Male	1,498	18.8	51,642	21.5	444,354	22.5
Female	4,180	48.6	122,585	47.1	917,872	43.9
Armed Forces						
Male	20	0.3	2,202	0.9	33,825	1.7
Female	0	0.0	112	0.04	3,450	0.2
Total						
Male	7,981	100.0	240,628	100.0	1,974,090	100.0
Female	8,607	100.0	260,129	100.0	2,090,250	100.0
Source: U.S.		Census,		1980		(STF-3).

HOUSEHOLDS

Household Composition

Table 11 presents Lafayette's population by households for the past 20 years.

TABLE 11. CITY OF LAFAYETTE POPULATION BY HOUSEHOLD, 1960-1980

YEAR	POPULATION	# HOUSEHOLDS	PERSONS PER HOUSEHOLD/1
1960	7,114	2,285	3.10
1970	20,484	6,504	3.1
1980	20,879	7,822	2.65

/1 See footnote #7 in U.S. Census, 1980 (STF-1).

Source: U.S. Census, 1960, 1970 and 1980 (STF-1).

Table 12 compares the household composition of Lafayette with Contra Costa County and the Bay Region. Almost two-thirds of the City's households consist of married couples with or without children.

This proportion is higher than that for Contra Costa County as a whole and is significantly greater than that of the Bay region's. Lafayette also has fewer one-person households than does the county and the region. Finally, the City has a smaller proportion of non-family households than does the county or the region.

TABLE 12. HOUSEHOLD COMPOSITION

HOUSEHOLD COMPOSITION	CITY OF LAFAYETTE		CONTRA COSTA		BAY REGION	
	#	%	#	%	#	%
1 Person						
Male	551	7.0	21,338	8.8	235,767	12.0
Female	942	12.0	29,788	12.3	292,228	14.8
2+ Persons						
Family						
Married couple	5,155	65.9	146,380	60.6	1,032,640	52.4
Male householder no wife	137	1.8	6,647	2.8	59,144	3.0
Female householder no husband	527	6.7	24,510	10.1	200,635	10.2
Non-Family						
Male householder	311	4.0	8,382	3.5	94,500	4.8

Female householder 199	2.6	4,489	1.9	55,630	2.8
Total # of Households	7,822	100.0	241,534	100.0	1,970,549 100.0

Source: U.S. Census, 1980 (STF-1).

Household Size

Lafayette's household size in 1980 was 2.65--smaller than Contra Costa County but larger than the region. The city's household size has, however, declined from 3.10 persons/household in 1960. The decline is consistent with regional trends. Table 13 compares Lafayette's household size with neighboring cities, and selected 'growth' cities in the Bay Area.

TABLE 13. POPULATION BY HOUSEHOLD, 1980, FOR CITY OF LAFAYETTE, CONTRA COSTA, THE BAY REGION AND SELECTED CITIES

COMMUNITY	HOUSEHOLD POPULATION	# HOUSEHOLDS	PERSONS PER HOUSEHOLD/1
Lafayette	20,879	7,822	2.65
Nearby Cities			
Antioch	42,683	14,955	2.84
Brentwood	4,434	1,532	2.88
Clayton	4,325	1,329	3.25
Concord	103,255	38,152	2.68
El Cerrito	22,731	9,660	2.35
Hercules	5,963	1,753	3.40
Martinez	22,582	8,437	2.61
Moraga	15,014	4,873	2.90
Pinole	14,253	4,897	2.91
Pittsburg	33,034	11,087	2.97
Pleasant Hill	25,124	9,771	2.52
Richmond	74,676	28,107	2.64
San Pablo	19,750	7,948	2.44
Walnut Creek	53,643	23,387	2.26
Growth Cities			
Pleasanton	35,031	11,317	3.10
Morgan Hill	16,745	5,232	3.20
Rohnert Park	22,933	8,291	2.77
Contra Costa County	656,380	241,534	2.69
Bay Region	5,058,613	1,970,549	2.57

/1 Source footnote 87 in U.S. Census, 1980 (STF-1).

Source: U.S. Census, 1980 (STF-1).

Household

Income

In 1980, the median household income in Lafayette was \$31,993. More than 35 percent of the City's households had incomes of \$40,000 or more.

Table 14 presents the distribution of Lafayette's households among 17 income ranges. The table reflects household income (a household is the person or persons occupying a housing unit) as opposed to family income (a family is two or more persons related by birth, marriage, or adoption and residing together as one household). Household income is given because it more accurately reflects the income of all households, whether or not the householders are related, than does family income.

TABLE 14. CITY OF LAFAYETTE HOUSEHOLD INCOME DISTRIBUTION, 1980

INCOME	NUMBER/1	PERCENT
Less than \$2,500	124	1.6
\$2,500 to \$4,999	217	2.8
\$5,000 to \$7,499	338	4.3
\$7,500 to \$9,999	294	3.8
\$10,000 to \$12,499	240	3.1
\$12,500 to \$14,999	289	3.7
\$15,000 to \$17,499	348	4.5
\$17,500 to \$19,999	311	4.0
\$20,000 to \$22,499	383	4.9
\$22,500 to \$24,999	340	4.4
\$25,000 to \$27,499	353	4.5
\$27,500 to \$29,999	285	3.7
\$30,000 to \$34,999	824	10.6
\$35,000 to \$39,999	631	8.1
\$40,000 to \$49,999	953	12.3
\$50,000 to \$74,999	1,063	13.6
\$75,000 or more	782	10.1
Total	7,775	100.0
Median \$31,993		
Mean \$38,951		

/1 These numbers differ slightly from the total shown in other tables because of sampling and allocation techniques used by the Census Bureau.

Source: U. S. Census, 1980 (STF 3).

Table 15 displays the distribution of households by four income categories: Above moderate, moderate, low, and very low. The following brief definitions help to explain each of these income categories.

Above moderate income: Household income, which exceeds 120% of median household income for the Bay Area. In dollar figures, this includes households who earned more than \$24,728 annually in 1980.

Moderate income: Household income between 80 - 120% of median household income for the Bay Area. In dollar figures, this would be an income between \$16,487 - \$24,728 annually in 1980.

Low income: Household income between 50 - 80% of median household income for the Bay Area. In dollar figures, this would be an income between \$10,305 - \$16,486 annually in 1980.

Very low income: Household income not exceeding 50% of the median household income for the Bay Area. In dollar figures, this would be an income up to \$10,304 annually.

TABLE 15. DISTRIBUTION OF CITY OF LAFAYETTE HOUSEHOLDS BY INCOME CATEGORY

	ABOVE MODERATE	MODERATE	LOW	VERY LOW	TOTAL
# of Households	4,898	1,166	700	1,011	7,775
Percent in City	63%	15%	9%	13%	100%
Percent in County	46%	20%	14%	20%	100%
Percent in Region	40%	21%	16%	23%	100%

Source: ABAG, Housing Needs Determinations, July 1983

Ability to Pay Housing Costs

To analyze a household's ability to pay for housing, housing costs as a percentage of household income was evaluated as shown in Table 16. Twenty-five percent of household income was used as the standard by which individual household payments would be compared. The households were also divided by income group (above \$20,000/year and below \$20,000/year).

TABLE 16. ABILITY TO PAY FOR HOUSING - GROUPED BY INCOME, TENURE AND PERCENTAGE OF INCOME SPENT ON HOUSING

	PERCENTAGE OF ALL HOUSEHOLDS								
ANNUAL INCOME	LESS THAN \$20,000				\$20,000 OR MORE				
HOUSING COSTS AS PERCENT OF INCOME	OWNER / RENTER				OWNER / RENTER				TOTAL
	\$	%	\$	%	\$	%	\$	%	
0-24%	385	5	288	4	3,533	48	704	10	4,910
25% - UP	427	6	906	12	827	11	106	1	2,266
TOTAL	812	11	1,194	16	4,360	59	810	11	7,176/1

/1 Owner 5,172 of 5,192 owner-occupied households responded to this Census question. 2,004 of 2,097 renter-occupied households responded.

Source: U.S. Census, 1980 (STF-3).

Approximately 71% of households in Lafayette had annual incomes of \$20,000 or more in 1980. Eighty-five percent of homeowner households earned above this amount, while about 40 percent of renters did so. About 25% (1,254 of 5,172) of owner-occupant households paid more than 25% of their income for housing. However, 52% (427 of 812) of lower income owners (less than \$20,000/year) paid more than 25%, whereas only 20% (827 out of 4,360) of higher income owners (greater than \$20,000/year) did so.

For renters, 85% of those with annual incomes of \$20,000 or more spent less than 25% for shelter. Three quarters of all renters with incomes less than \$20,000 paid more than 25% of their incomes for housing.

These figures should not be surprising given the stated goals of Lafayette to be a community where low-density single family housing dominates its housing stock.

Renters have significantly lower monthly housing costs than

homeowners, as shown in Table 17. Both the median contract rent of \$312 (not including outside utility costs) and the median gross rent of \$337 (including utility costs) are lower than the monthly owner costs of \$555. While the City's median contract rent and gross rent are not as high as some other cities in the county, the median contract rent is higher than in the county and the region as a whole. Among owners, the median owner costs in the City are significantly greater than in the county and in the region. Lafayette's median monthly owner cost \$555 is among the highest of cities in the county. It can be assumed that the reason for Lafayette's high median owner costs is the age of most of the City's housing stock and continuing retention of their high valuation.

TABLE 17. MEDIAN MONTHLY HOUSING COSTS

COMMUNITY	CONTRACT RENT	GROSS RENT	OWNER COSTS (SELECTED, MORTGAGED)
Lafayette	\$312	\$337	\$555
Antioch	235	273	427
Brentwood	154	186	330
Clayton	458	501	682
Concord	290	319	458
El Cerrito	272	299	347
Hercules	478	501	666
Martinez	244	271	516
Moraga	393	420	576
Pinole	289	325	381
Pittsburg	184	233	437
Pleasant Hill	310	338	433
Richmond	201	236	305
San Pablo	220	248	267
Walnut Creek	322	337	554
Contra Costa	268	294	468
Bay Region	274	298	440

Source: U.S. Census, 1980 (STF-1 and STF-3).

Overcrowding:

An overcrowded housing unit is defined as one in which there are more than 1.01 persons per room (including kitchen, bedrooms, living rooms, etc., but not including basements, bathrooms or halls). Given this definition, Lafayette in 1980 had 46 overcrowded units, or 0.6% of its total occupied units, as shown in Table 18. This is a smaller proportion than the county (2.9%) and the 9-county Bay Area (4.8%). Most of the overcrowded units in Lafayette are owner-occupied, a statistic unlike the county and region.

TABLE 18. OVERCROWDED HOUSING UNITS
(1.01 OR MORE PERSONS PER ROOM)

	COMMUNITY					
	LAFAYETTE		CONTRA COSTA		BAY REGION	
	#	%	#	%	#	%
OWNER OCCUPIED	25	54.3	3,240	46.1	34,550	36.6
RENTER OCCUPIED	21	45.7	3,794	53.9	60,267	63.6
TOTAL OVERCROWDED UNITS	46		7,034		94,797	
TOTAL OCCUPIED UNITS	7,822		241,534		1,970,547	
OVERCROWDED AS PERCENT OF TOTAL OCCUPIED UNITS		0.6		2.9		4.8

Source: U.S. Census, 1980 (STF-1).

Though 1.01 or more persons per room is a general measure of overcrowding, the actual level of perceived overcrowding will vary according to household size and structure. Houses with fewer rooms and non-family adult members may seem more overcrowded--(given the more than 1.01 persons per room standard)--than larger, family households. Most housing units (90%) in Lafayette have 4 or more rooms (U. S. Census, 1980, STF-1). Consequently, this defined standard of overcrowding (more than 1.01 persons per room) may represent relatively less perceived overcrowding in Lafayette than in other Bay Area Communities.

Table 19 shows the distribution of overcrowded units (with complete plumbing) by race and Spanish origin of households. Although the largest proportion of overcrowded units are occupied by white households, minority populations are most likely to live in overcrowded units. About 45% of these units are occupied by minority households, while the City's households are less than 4% minority.

Of the overcrowded units in Lafayette, 16 have more than 1.50 people per room, and about 38% of these units are owner-occupied. Most of such extremely overcrowded units are renter-occupied, as is the case in the county and the region, as shown in Table 20.

TABLE 19. OCCUPIED HOUSING UNITS WITH COMPLETE PLUMBING
FACILITIES AND WITH 1.01 PERSONS PER ROOM OR MORE
BY RACE AND SPANISH ORIGIN OF HOUSEHOLDER - CITY OF LAFAYETTE

RACE AND SPANISH ORIGIN OF HOUSEHOLDER	OVERCROWDED UNITS	TOTAL OVERCROWDED	TOTAL HOUSEHOLD
Total	47	100%	100%
White	36	76.6%	96.5%
Black	0	0	0.4%
American Indian, Eskimo, Aleut	0	0	0.2%
Asian & Pacific Islander	11	23.4%	2.1%
Other	0	0	0.7%
Spanish Origin (any race)	10	21.3	2.1%

Source: U. S. Census, 1980 (STF-1 and STF-3).

TABLE 20. EXTREMELY OVERCROWDED HOUSING UNITS
(MORE THAN 1.50 PERSONS PER ROOM)--
NUMBER AND PERCENT OF TOTAL OCCUPIED UNITS

	COMMUNITY					
	LAFAYETTE		CONTRA-COSTA		BAY AREA	
	#	%	#	%	#	%
OWNER-OCCUPIED	6	0.1	828	0.3%	10,937	0.6
RENTER-OCCUPIED	10	0.1	1,384	0.6	29,405	1.5
TOTAL	16	0.2	2,212	0.9	40,342	2.0

Source: U.S. Census 1980 (STF-1).

Growth in Households

Table 21 shows household growth in Lafayette, other cities in Contra Costa County, the county, and the region from 1970 to 1980. The City's growth in households was significantly higher than that of other cities, the county, or the region.

Regional forecasts of population, employment and household data have been published by the Association of Bay Area Governments (see full report for detailed information on the assumptions and limitations of the regional projections). Based on these regional projections, Lafayette is expected to add 245 households between 1980 and 1990 in its sphere of influence, as shown in Table 22, and another 500 households between 1990 and 2005.

TABLE 21. GROWTH IN HOUSEHOLDS, 1970-1980

CITIES	1970	1980	PERCENTAGE INCREASE
Lafayette	6,504	7,822	20.3
Antioch	8,593	14,955	74.0
Brentwood	844	1,532	81.5
Clayton	---	1,329	----
Concord	24,574	38,152	55.3
El Cerrito	9,093	9,660	6.2
Hercules	---	1,753	----
Martinez	5,309	8,437	58.9
Moraga	3,687	4,873	32.2
Pinole	4,465	4,897	9.7
Pittsburg	6,445	11,087	72.0
Pleasant Hill	6,822	9,771	43.2
Richmond	26,096	28,107	7.7
San Pablo	7,546	7,948	5.3
Walnut Creek	14,029	23,387	66.7
Contra Costa County	172,951	241,534	39.7
Bay Region	1,552,801	1,970,549	26.9

Source: U. S. Census, 1970 and 1980.

TABLE 22. PROJECTIONS, 1980 TO 1990.
LAFAYETTE (SPHERE OF INFLUENCE)

	1980	1990	CHANGE 1980- 1990
Population	22,448	22,500	+ 52
% in Households	99%	99%	
Households	8,605	8,850	+ 245
Household Size	2.58	2.52	- 2.3%
Employment	8,116	8,600	+ 484
Employment:			
Household Ratio	.94	.97	+ 3.2%

Source: ABAG, Projections 85.

HOUSING STOCK CHARACTERISTICS

Lafayette is characterized by an aging, slowly expanding housing stock--most of it inhabited by affluent families. In 1980, according to the U.S. Census, only about 1.6% of the housing units in the City was built within the previous year. About 38 percent had been built between 1950 and 1959. Nearly 84% of the City's housing units were single family dwellings. About 16% were multi-family dwellings; and the City's 4 mobile homes constituted about one-tenth percent of the housing stock.

Housing Condition

Table 23 lists units lacking complete plumbing for Lafayette, Contra Costa County, and the Bay Area according to the 1980 U. S. Census. Citywide, 16 units fit this description. Comparable figures for Contra Costa County as a whole and the Bay Region are 1,472 and 30,084, respectively. Units lacking complete plumbing represent 0.2% of the City's housing stock, while for the county and region the figures were 0.6% and 1.5%, respectively. It is significant that most of the City's units lacking complete plumbing are renter-occupied. Table 24 and Figure 1 show the age of Lafayette's housing compared to the county and the region.

TABLE 23. UNITS LACKING COMPLETE PLUMBING

	LAFAYETTE	CONTRA COSTA COUNTY	BAY REGION
TOTAL	16	1,472	30,084
OCCUPIED	15	1,224	25,869
VACANT	1	248	4,215
OWNER OCCUPIED	4	534	3,011
RENTER OCCUPIED	12	938	22,858
TOTAL UNITS	8,077	251,951	2,057,478
PERCENT OF TOTAL UNITS	0.2	0.6	1.5

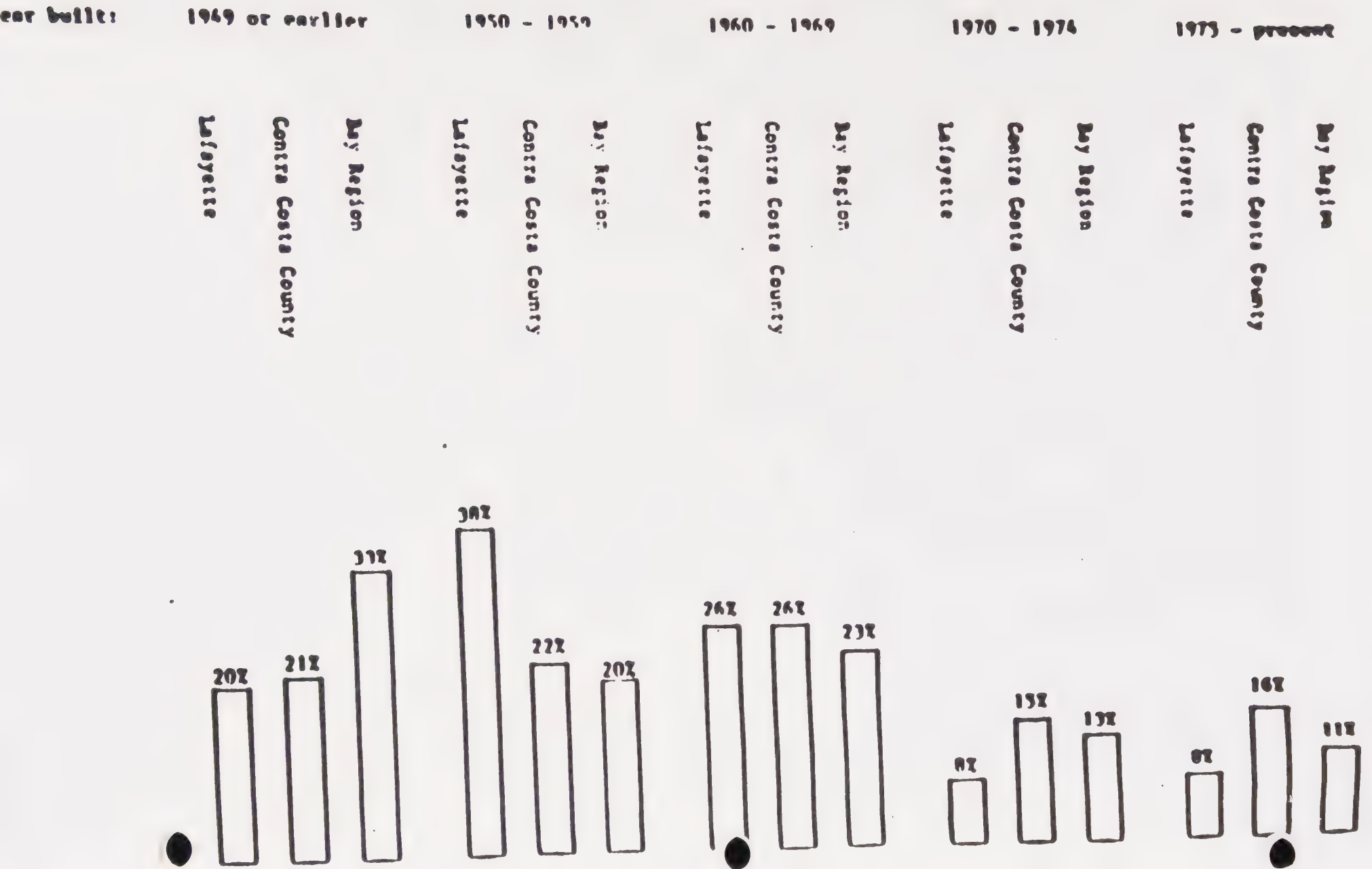
Source: U.S. Census, 1980 (STF-1).

TABLE 24. AGE OF HOUSING UNITS BY TENURE AND OCCUPANCY STATUS,
CITY OF LAFAYETTE

YEAR BUILT	TOTAL PERCENTAGE		TOTAL OCCUPIED	OWNER OCCUPIED	RENTER OCCUPIED	VACANT
1979-Mar/80	131	1.6	110	82	28	21
1975-1978	539	6.7	512	398	114	27
1970-1974	607	7.5	600	345	255	7
1960-1969	2,114	26.2	2,051	1,259	792	63
1950-1959	3,065	38.0	3,008	2,461	547	57
1940-1949	1,214	15.1	1,164	869	295	50
1939 or earlier	392	4.9	377	281	96	15
Total in 1980	8,062	100.0	7,822	5,695	2,127	240

Source: U. S. Census, 1980 (STF-3).

FIGURE 1. AGE OF HOUSING UNITS



Housing Structure Type

Table 25 shows the distribution of Lafayette's housing stock by structure type. The table also shows that single family housing was predominantly constructed in the 1970-1980 period. Only 20 units of multi-family housing were added to the housing stock, while single family homes increased by 27% during the decade.

TABLE 25. YEAR-ROUND HOUSING BY STRUCTURE TYPE, 1970-1980

	1970		1980	
	#	%	#	%
Single Family	5,325	80.6	6,775	83.9
Multi-Family	1,273	19.3	1,293	16.0
Mobile Homes Or Trailers	7	0.1	4	0.1
TOTAL	6,605	100.0	8,072	100.0

Source: U.S. Census, 1970 and 1980 (STF-3).

Size of Units

The size of units, based on the number of rooms, in Lafayette is relatively large. The median number of rooms is 5.6, compared to 5.4 in Contra Costa County, and 5.0 in the Bay Area, as shown in Table 26.

TABLE 26. GENERAL HOUSING CHARACTERISTICS, 1980

	LAFAYETTE		CONTRA COSTA COUNTY		BAY REGION	
	#	%	#	%	#	%
Total Housing Units	8,072	100.0	251,721	100.0	2,061,343	100.0
Occupied Total	7,822	96.9	241,534	96.0	1,970,549	95.6
by owners	5,695	70.6	164,860	65.5	1,100,354	53.4
(% of occupied)	72.8%		68.3%		55.8%	
by renters	2,127	26.4	76,674	30.5	870,195	42.2
(% of occupied)	27.2%		31.7%		44.2%	
Vacant - Total	250	3.1	10,187	4.0	86,929	4.2
for sale	69	0.9	3,144	1.2	17,482	0.8
for rent	74	0.9	3,605	1.4	33,990	1.6
other	107	1.3	3,438	1.4	35,457	1.7
Vacancy rates						
for sale, of all owner units	1.2%		1.9%		1.6%	
for rent, of all rental units	3.4%		4.5%		3.8%	
average, rental and owner	1.8%		2.7%		2.5%	
Year-round Housing	8,072	100.0	251,721	100.0	2,057,478	99.8
1-room units	43	0.5	2,690	1.1	69,061	3.3
2-3 rooms	745	9.2	29,002	11.5	389,778	18.9
4-5 rooms	2,130	26.4	97,773	38.8	810,301	39.3
6 or more rooms	5,154	63.9	122,256	48.6	788,338	38.2
Median # of rooms	5.6		5.3		5.0	

Source: U.S. Census, 1980 (STF-1 and STF-3).

Housing Tenure

Most of the occupied units in Lafayette are owner-occupied. Table 27 shows that the distribution of units in the city has changed little since 1960.

TABLE 27. OCCUPANCY OF HOUSING UNITS, 1960-1980

	OWNER OCCUPIED		RENTER OCCUPIED		TOTAL	
	#	%	#	%	#	%
1960	1,612	70.5	673	29.5	2,285	100.0
1970	4,793	73.7	1,711	26.3	6,504	100.0
1980	5,695	72.8	2,127	27.2	7,822	100.0

Vacancy Rate

The total vacancy rate for Lafayette (3.1%) in 1980 was lower than for the county (4%) and for the Bay Area (4.2%), as shown in Table 26. The available vacancy rate (vacancy of housing clearly intended for full-year occupancy) for sale units in Lafayette is lower than those for similar units in the county or region. For rental units, the City's vacancy rate of 3.4% was also lower than those in the county or region. This can be explained in part by the attractiveness of the City's ownership housing stock to purchasers, and the general lack of rental housing in the City compared to other cities in the county.

Value and Cost of Housing

The value of Lafayette's owner-occupied units in 1980 was substantially higher than that for the county and the Bay Area as a whole, as shown in Table 28 and figure 2. Most homes in the City were valued at greater than \$100,000 in 1980. Table 29 shows the distribution of mortgaged housing by monthly owner costs.

TABLE 28. SPECIFIED OWNER-OCCUPIED NONCONDOMINIUM HOUSING
UNITS BY VALUE, 1980

VALUE (\$)	LAFAYETTE	CONTRA COSTA COUNTY	BAY REGION
0 - 9,999	0	342	1,703
10,000 - 14,999	1	471	2,955
15,000 - 19,999	1	827	5,163
20,000 - 24,999	5	1,330	8,091
25,000 - 29,999	3	1,413	8,108
30,000 - 34,999	4	1,781	9,217
35,000 - 39,999	4	1,832	9,756
40,000 - 49,999	23	6,023	29,719
50,000 - 79,999	185	35,898	204,783
80,000 - 99,999	383	24,875	191,256
100,000 -149,999	1,684	35,074	251,830
150,000 -199,999	1,343	15,631	96,159
200,00 or more	1,573	10,769	85,581
Median Value	\$161,600	\$94,600	\$98,100

FIGURE 2. SPECIFIED OWNER-OCCUPIED NONCONDOMINIUM HOUSING UNITS BY VALUE, 1980

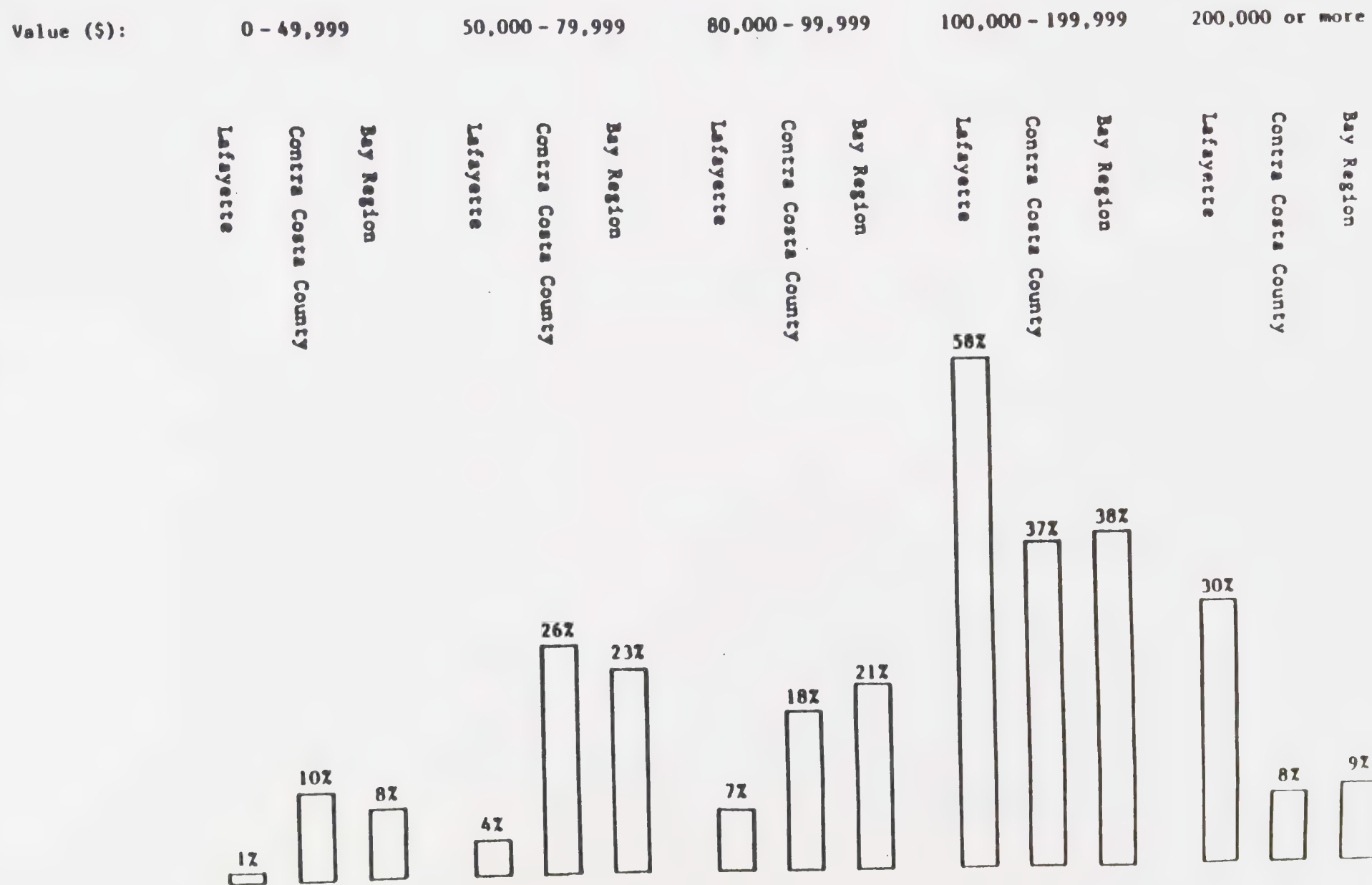


TABLE 29. SPECIFIED OWNER-OCCUPIED NONCONDOMINIUM HOUSING UNITS
BY MORTGAGE STATUS AND SELECTED MONTHLY OWNER COSTS

MORTGAGED (\$)	LAFAYETTE	CONTRA COSTA COUNTY	BAY REGION
0 - 99	0	364	2,587
100 - 149	6	2,442	12,375
150 - 199	122	7,345	48,105
200 - 249	268	9,160	70,240
250 - 299	299	9,252	68,568
300 - 349	311	8,691	58,909
350 - 399	303	8,229	52,357
400 - 449	300	7,449	47,354
450 - 499	322	7,156	43,456
500 - 599	401	13,222	80,629
600 - 749	544	15,511	91,837
750 or more	1,428	22,305	127,974
Median	\$555	\$468	\$440
NOT MORTGAGED (\$)			
0 - 49	0	671	5,315
50 - 74	4	4,134	29,411
75 - 99	106	6,645	53,318
100 - 129	176	5,092	43,665
125 - 149	175	3,203	26,669
150 - 199	234	2,901	22,360
200 - 249	88	1,034	7,887
250 or more	105	890	7,439
Median	\$148	\$104	\$105

Source: U.S. Census, 1980 (STF-3).

The median monthly contract rent paid in Lafayette was higher than in Contra Costa County and in the Bay Area. Contract rent does not include separate utility payments. Most rents in the city were \$200 or more, the same as in the county and region. The distribution of rental units by rental rates for 1980 is shown in Table 30.

TABLE 30. SPECIFIED RENTER OCCUPIED HOUSING UNITS BY CONTRACT RENT

CASH RENT (\$) (CONTRACT)	LAFAYETTE	CONTRA COSTA COUNTY	BAY REGION
0 - \$ 49	7	579	3,639
50 - 99	47	4,261	32,961
100 - 119	23	1,808	18,124
120 - 139	17	2,109	22,642
140 - 149	10	976	10,868
150 - 159	12	2,033	22,993
160 - 169	22	1,515	18,642
170 - 199	145	5,440	66,053
200 - 249	268	12,242	142,836
250 - 299	397	14,982	158,035
300 - 399	611	16,803	199,908
400 - 499	267	6,639	84,172
500 and up	216	3,250	50,104
Median Rent	\$312	\$268	\$274
No Cash Rent	37	1,307	16,630

Source: U. S. Census, 1980 (STF-1).

EXISTING AND PROJECTED HOUSING NEEDS

The Housing Needs Determinations report, distributed by ABA6 for local government review in August, 1983 indicated that Lafayette's "existing need" (in 1980) was 63 units and the "projected need" (1980-1990) was 910 units. The "existing need" is defined as the net increase in housing that should have been available in 1980 to provide an adequate vacancy factor and a better supply-demand balance. The "projected need" includes the "existing need" as well as sufficient housing to provide for expected household growth and an adequate vacancy factor. It represents a net increase over the number of dwellings available in 1980.

The City revised the ABA6 determinations, in accordance with available data and accepted planning methodology, and the projected housing need was determined to be 590 units. This revision was accepted by ABA6's Executive Board, acting pursuant

to the requirements of state law.

The projected need of 590 units added to the dwellings available in 1980 in Lafayette's sphere of influence, would provide enough housing for the households expected in 1990, along with vacant units to allow for moderate turnover.

In 1980, according to the U. S. Census, 63% of Lafayette's households had 'above moderate' incomes, compared with 40% of all households in the nine-county region. In other words, 63% of the City's households had incomes above 120% of the regions median household income. The ABAG determinations showed that the 'projected housing need' for Lafayette should be provided at household income levels that would increase the proportion of low and moderate income housing by 1990. These are shown in Table 31. With these changes, the income distribution of the City's housing supply would move somewhat closer to that of the county and the region as a whole, as would all other communities in the ABAG study, but would remain more heavily tilted toward higher income categories than would the county or the region as a whole.

TABLE 31. AVAILABLE HOUSING DISTRIBUTED BY HOUSEHOLD INCOME CATEGORY

	LAFAYETTE		CONTRA COSTA COUNTY		BAY REGION	
	\$	%	\$	%	\$	%
Existing distribution (in 1980)						
Very Low/1	1,035	13	49,657	20	465,065	23
Low/2	717	9	34,760	14	323,523	16
Moderate/3	1,195	15	49,657	20	424,624	21
Above Moderate/4	5,018	63	114,210	46	808,809	40
Distribution of Projected Need (Net increase 1980-1990)						
Very Low/1	112	19	12,094	21	69,727	22
Low/2	77	13	8,499	15	49,959	16
Moderate/3	106	18	11,851	20	65,874	21
Above Moderate/4	295	50	25,773	44	128,195	41
Distribution in 1990 of Existing Housing Plus Projected Need						
Very Low/1	1,147	13	61,751	20	534,792	23
Low/2	794	9	43,259	14	373,482	16
Moderate/3	1,301	15	61,508	20	490,498	21
Above Moderate/4	5,313	62	139,983	46	937,004	40
/1	Below \$10,304					
/2	\$10,304-16,486					
/3	\$16,486-24,728					
/4	Above \$24,728					

Source: ABAG.

gp-5-11a

DEVELOPMENT POTENTIAL

There is very little land left in Lafayette that has not been developed. Most of the available land is currently planned for development. Based on estimates of the City Planning Department, there are approximately 1,400 acres of residentially zoned land still available for development. The largest portion of this land, however, is in the hillside areas of the City. Approximately 700 acres of this land is on a natural ridge extending from Pleasant Hill Road to Briones Regional Park and on another ridge surrounding the southeast boundary of the City.

Single Family Development Potential

Table 32 lists properties in the City that have made tentative map approvals as of August 1985. The table shows the City could expect about 49 units from these developments should they be completed.

TABLE 32. TENTATIVE MAP APPROVALS IN LAFAYETTE

PARCEL	SINGLE FAMILY LOTS
Ellis School	14
Springhill Road	6
Reliez Valley at Withers	4
Rose Lane	11
Prado Way	2
Leland Drive	6
Tilden Lane	2
Acalanes	2
Cricket Hill	2
Total	49

In addition to the potential units shown in the table, the Planning Department estimates that approximately 450 additional units could be built on land zoned for single family units. Because of the influence of the City's policies with respect to hillside development, which would be applied to virtually every parcel, the general soils condition in the City, and other site-specific limitations to development, it is not possible without a thorough topographic investigation to make an exact forecast of potential development. The estimates are based on staff experience that is a product of processing applications for subdivisions on similar terrain, or previous applications that have been submitted and then withdrawn or denied.

Multiple Family Housing Potential

Currently there are but two vacant parcels eligible for development zoned for multiple family homes. These are actually located in a hybrid zone that allows for development of offices or multiple family units. The Planning Department estimates that these parcels might produce about 60 units depending on their physical limitations and effects on neighboring properties.

All other multiple family properties that could be considered eligible for redevelopment (and located in 'pure' multiple family zones) are small, averaging about 8,000 square feet. These are developed with older single family homes. If these lots were to be redeveloped, it could be expected that 120-150 additional units would be built (after subtracting the single family homes they would replace). The timing and practicability of such redevelopment is a function of market conditions, the condition of the older single family homes and the difficulty of assembling adjacent properties to effectuate their redevelopment for multiple family projects.

Table 33 summarizes development potential in Lafayette, and applicable provisions of the Lafayette zoning ordinance.

TABLE 33. OVERALL DEVELOPMENT POTENTIAL IN LAFAYETTE

ZONE	ACRES	POTENTIAL HOUSING UNITS
R-1/1	1,400	499
M-R/2	9/3	190
Total Residential Development Potential		689

/1 Single Family

/2 Multiple Family including condominiums

/3 Includes parcels currently having single family homes.

The figures show that the City's zoning designations can accommodate its overall share of the regional housing need through 1990, as determined by the regional council of governments (ABAG) under State housing law (AB 2853, Chapter 1143, Statutes of 1980).

Infrastructure for Residential Development

The following discussion deals only with the basic infrastructure needed by new housing development. It does not deal with other facilities to serve the residents of this type of development, such as schools or park and recreational facilities. These facilities, while necessary to provide other local services to

residential areas, do not directly influence the timing and magnitude of the development.

Sewage Treatment Facilities

Wastewater treatment for Lafayette is provided by the Central Contra Costa Sanitary District. In general, the availability of wastewater treatment services does not pose a constraint to residential development in Lafayette.

Water

Residential and commercial water in Lafayette is provided by the East Bay Municipal Utility District. There is no constraint to residential development from water service availability in Lafayette at the present time.

Roads

Capacity of highways and roads in the City is not presently a major constraint to the type of low-density residential development occurring in Lafayette. While there are local traffic impacts from a development project, the City attempts to minimize such impacts outside the project area.

GOVERNMENTAL CONSTRAINTS

This section discusses land use controls affecting residential development in Lafayette.

Annexation Standards

An important land use regulation affecting development in Lafayette, as well as other cities in Contra Costa County, is the policy adopted by the Contra Costa County Local Agency Formation Commission regarding annexation proposals.

The standards and procedures set forth in the LAFCO policy effect its review of requests for annexation to cities of lands where development is proposed. The application of these standards will affect development of land outside existing City limits.

Currently the sphere of influence for Lafayette is not much larger than the City. It is not expected that the existing sphere of influence area will be altered to include vacant lands that would yield many more developable lots. The City does not encourage annexations for economic reasons (since the City levies no property tax and derives no revenue therefrom). The City might, however, be required to accept certain properties that are topographically, drainage access dependent, or where the City could reasonably be expected to absorb the effects of further development on such parcels.

It is likely that, over time, all lands designated for residential development within the City, and within its sphere of influence will be developed.

Land Use Controls

The Lafayette zoning ordinance is contained within the City's Municipal Code. The zoning ordinance, which is consistent with the General Plan for the City, provides the designations and more precise requirements for building activity within the City.

The zoning ordinance establishes two primary types of residential zoning. These are single family residential (R-1) and multiple family (M-R) residential. General development standards for them were described on Table 33.

Condominium Conversions

The conversion of apartment units to condominiums was a major regional problem identified by the Association of Bay Area Governments in the late 1970's. Approximately 37% of the Bay Area's Condominiums in 1979 resulted from conversions, according to ABAG's estimates.

In 1979, the Lafayette City Council adopted a condominium conversion ordinance specifying an evaluation of each such potential action. The ordinance provided that the City could deny such a conversion if the evaluation revealed conversion would be incompatible with the goals and policies of the General Plan.

In 1985, the City Council adopted amendments to the ordinance (Chapter 32 of Title 6 of the Municipal Code) to provide a maximum of 12 such conversions annually. The new provisions also provide for a review of this maximum limitation in order to prevent adverse effects on the existing rental stock of the City. The ordinance also states a general policy that units appropriate for conversion should be higher quality units, the loss of which would have the least effect on the low and moderate income tenants.

In order for the City to use the provisions of the Subdivision Map Act, specifically Sections 66473.5 and 66474 of the Government Code, requiring subdivisions to be consistent with general and specific plans and requiring that such subdivisions be denied if certain findings are made, the City's General Plan must contain definite objectives and policies specifically directed to the conversion of existing buildings into condominiums.

Said Subdivision Map Act, in order to alleviate problems arising from the conversions of existing rental units, authorizes the City to regulate condominium conversions, to amend existing ordinances regulating condominium conversions especially with regard to the problems of existing tenants, and to define the extent to which such conversions will be permitted in Lafayette.

Therefore the following objectives shall govern the City's action on requests for condominium conversion subdivisions. The City should regulate the conversions of existing buildings to condominium conversions so as to:

- I. Improve the choice, quality, and number of units, especially for low and moderate income families.
- II. Promote the residential stability and diversity of the community by encouraging neighborhood maintenance, preventing major displacement of people, and facilitating inhabitant ownership of residential units, while at the same time recognizing the need for adequate rental housing.

The following principles shall guide the City in regulating Condominium Conversions, and in the approval of Tentative Maps

for Condominium Conversions:

- I. The impact of such conversions on residents in rental housing who may be required to relocate due to the conversion of rental housing to condominium housing, shall be minimized by providing procedures for notification, adequate time for such relocation, and relocation assistance.
- II. Purchasers of converted rental units must be properly informed as to the physical condition of the structure which is offered for purchase.
- III. Converted multi-family buildings must be of, or to the extent feasible, remodeled to achieve, the high quality and attractive appearance demanded of new residential, multi-family structures in this City.

Development Fees

Because Lafayette is generally regarded as virtually "built out" and because the City is in a healthy fiscal condition, it does not have a policy of levying fees for development activity.

MARKET CONSTRAINTS

The high cost of housing has become a critical constraint on communities in meeting their housing needs. These nongovernmental constraints result from both direct costs (land and construction costs) as well as indirect costs (financing).

Home Ownership

Direct Costs

Land values have traditionally been a relatively small percentage of total housing values, generally comprising 20% of the total. However, in recent years the massive demand for land in the Bay Area has pushed the price of land up at a faster rate than the price of improvements. In 1978 land values were 30.6% of total housing values, and in 1983 they had increased to 37.1% of total value (see Table 34). If one projects improvement and land values to the year 1990, land values will be 40.1% of total housing values (\$99,981 land value and \$249,492 total value)/1. Consequently, the price of land plays an increasingly significant role as a housing constraint as part of the total price of housing.

Though the cost of improvements has not increased nearly as fast as land costs, it still showed a 71% increase from 1977 to 1982. The major components of improvement costs, based on a Bank of America appraisal department study for a single family residence in April, 1983, are: 1) overhead and profit (12.7%); 2) carpentry labor (10.5%); 3) lumber (8.2%); 4) plumbing (7.6%); 5) stucco (6.4%); and 6) roofing (5.0%). These are shown in Table 35.

/1 Although the accuracy of the projected absolute 1990 figures is uncertain due to the highly unstable changes in housing values, the relationship between land values and total values is more constant.

TABLE 34. SINGLE FAMILY RESIDENTIAL VALUE TRENDS IN THE BAY AREA

YEAR	TOTAL	AVERAGE APPRAISED VALUE IMPROVEMENTS	LOT	LOT VALUE AS % OF TOTAL
April/1978	\$ 80,993	\$56,184	\$24,809	30.6%
1979	96,528	64,872	31,656	32.8
1980	120,411	79,616	40,795	33.9
1981	139,550	90,077	49,473	35.5
1982	143,483	91,100	52,383	36.5
1983	143,820	90,512	53,308	37.1
Change	+77.6%	+61.1%	+114.9%	

Source: Real Estate Research Council of Northern California, Real Estate Report, October 1983.

Note: Based on a 200 house sample.

CITY OF LAFAYETTE, CALIFORNIA
GENERAL PLAN

Adopted by the Planning Commission September 27, 1973

Revised and Adopted by the City Council on January 2, 1974

TABLE 35. COST OF HOUSING: STANDARD QUALITY SINGLE FAMILY
RESIDENCE IN SAN FRANCISCO BAY AREA

MAJOR CONSTRUCTION ITEMS	JUNE 1983		OCTOBER 1980		% CHANGE 10/80-6/83
	\$	%	\$	%	
Overhead & Profit (15%)	\$9,028	12.7%	\$7,919	12.7%	+14.0%
Carpenter Labor	7,567	10.5	6,019	9.8	+25.7
Lumber	5,915	8.2	6,049	9.8	- 2.2
Plumbing (includes sewer connection)	5,415	7.6	4,912	8.0	+10.2
Stucco	4,562	6.4	3,558	5.7	+28.2
Roofing	3,576	5.0	3,641	5.9	- 1.8
Foundation	2,554	3.6	2,338	3.8	+ 9.2
Insurance (worker's compensation, social security, unemployment)	1,892	2.6	1,264	2.0	+ 49.7
All other items	30,933	43.3	26,574	42.7	+16.4
Total	\$71,442	100%	\$62,174	100%	+14.7

Source: Bank of America Appraisal Department. in San Francisco
Examiner & Chronicle, 6/12/83, 3/29/81.

Indirect Costs

The main indirect cost is the cost of financing. Interest rates have been generally well over 12% during the past several years, reaching a peak of 18.75% in August, 1981 for single family unit loans (30 years, fixed rate, 20-25% down).^{/1} The most recent interest rate figure is 12.75-13.75% for July, 1983.^{/2} Though the future direction of interest rates is uncertain, it seems unlikely that the rate will drop below the 12-19% range of the past several years. Consequently, the home buyer must either be able to afford a very large downpayment or else pay very high monthly payments.

Table 36 compares the median housing costs of a home in Lafayette to the median household income, using 1980 Census data. If one-third of gross monthly household income is set as an acceptable level to pay for housing, then at an interest rate of 13% the median household (monthly income for housing: \$889) could not afford the median priced house (\$1,430). Based on this criteria, the interest rate would need to be below 10% for the housing to be affordably financed, and this includes a down payment of more than \$32,000 (20%). The table illustrates how sensitive housing affordability is to interest rates.

TABLE 36. MEDIAN COST OF A HOME COMPARED WITH MEDIAN HOUSEHOLD INCOME IN LAFAYETTE, 1980

MEDIAN HOME		MEDIAN HOUSEHOLD	
Price:	\$161,600	Annual Income:	\$31,993
20% Down Payment	\$32,320	Gross Monthly Income	\$2,666
Loan Amount	\$129,280	One Third of Gross	
Monthly cost, principal		Monthly Income	\$889
and interest, 30 year,			
fixed rate mortgage at:			
	10% = \$1,135		
	12% = 1,330		
	13% = 1,430		
	14% = 1,532		
	16% = 1,739		

Source: U. S. Census, 1980 (STF-1 & STF-3).

^{/1} Real Estate Research Council of Northern California,

^{/2} Real Estate Report, October 1983.

Ibid.

Rental Units

High interest rates have been a severe constraint on the development of rental units. The rental market generally cannot generate the rents required to cover development costs. Consequently, few (if any) nonsubsidized rental units have been built in recent years.

As of 1980, Lafayette had 2,127 occupied rental units, of which 466 (22%) were in single family, detached dwellings. One can assume that most of the single family units currently rented were constructed for home ownership, and that they may return to owner-occupancy in the future. About 45% of rental units in the City had an occupancy duration of one year or less.

Table 37 compares the cost of rental units and homeownership for the San Francisco area and the U.S. Both the rental rates and cost of homeownership are higher in the Bay Area than in the country. In addition, the cost of ownership has risen much faster than the cost of renting (96.9% increase for ownership, compared to 55.9% for rentals from 1977 to 1982). More recent figures are not available. The change in homeownership and residential rents in the San Francisco-Oakland SMSA tends to exert upward pressure on housing prices and rents elsewhere in the region.

TABLE 37. INDICES OF THE TREND IN THE COST OF HOUSING

(Index for 1967 = 100)

	COST INDEX FOR HOMEOWNERSHIP		COST INDEX FOR RESIDENTIAL RENTS		% CHANGE SF-SMSA	
	US	SF	US	SF	HOMEOWNER	RENTS
1977	204.9	213.4	153.5	164.7	-	-
1978	227.2	245.4	164.0	177.3	+15.0%	+ 7.7%
1979	262.3	258.0	176.0	190.3	+ 5.1%	+ 7.3%
1980	314.0	310.5	191.6	214.3	+20.3%	+12.6%
1981	352.7	379.3	208.2	236.1	+22.2%	+10.2%
JUNE 1981	350.4	361.7	206.8	233.2	-	-
JUNE 1982	382.8	420.2	222.6	256.8	+16.2%	+10.1%
Change:						
1977 - 1982	+177.9	+206.8	+69.1	+92.1	+96.9%	+55.9%

Source: Bureau of Labor Statistics, Department of Commerce

Neighborhood Opposition

One of the primary constraints to the construction of any type of housing is community or neighborhood opposition. This occurs in many cities, including Lafayette. Many developers, local government staff members, and elected and appointed officials have pointed to neighborhood opposition as a problem area.

A key to getting most projects developed is to enlist the support of the local neighborhood. However, before this can be accomplished, community fears or concerns must be overcome. These concerns can, but do not necessarily, include type of housing; potential occupants of the housing units; increases in traffic; increased demand for city or other public services, such as police, fire and schools; and housing development design. Many of these concerns are legitimate environmental or fiscal concerns, while others occur frequently because of a lack of public understanding or trust.

What are the best ways to overcome this lack of understanding or trust? Involving local neighborhood people in the process is the best way to avoid costly time delays at critical points further down the line. The need to achieve a basis for cooperation and constructive participation cannot be overstated. It is only in this way that neighborhood concerns can be openly expressed during the planning stages of a project, and can be addressed satisfactorily.

SPECIAL HOUSING NEEDS

In accordance with State law, this section analyzes special population groups and their housing needs.

Handicapped/Physically Disabled

The U.S. Census collects information on handicapped people based on work disabilities (see Table 38) and public transportation disabilities (Table 39 and 40). Lafayette has proportionally fewer people with work disabilities (5.1%) than Contra Costa County (8%) or the Bay Area (7.5%). Relatively fewer (1.7%) in Lafayette are prevented from working compared to the county (4.1%) and the region (3.7%).

TABLE 38. NON-INSTITUTIONAL PERSON 16 TO 64 YEARS BY WORK DISABILITY STATUS

DISABILITY STATUS	LAFAYETTE		CONTRA COSTA COUNTY		BAY REGION	
	#	%	#	%	#	%
With Work Force Disability						
In Labor Force	369	2.5	13,122	3.0	107,305	3.1
Not in Labor Force						
-Prevented from working	246	1.7	17,966	4.1	128,284	3.7
-Not prevented from working	118	0.8	4,024	0.9	28,977	0.8
No Work Disability	13,683	94.9	404,066	92.0	3,246,000	92.5
Total Non-Institutional Population	14,416	100.0	439,178	100.0	3,510,566	100.0

Source: U.S. Census, 1980 (STF-3).

Lafayette has 139 people, or 1% of the total population ages 16 to 65, with public transportation disabilities. This compares to 1.7% for the county and 1.5% for the region (see Table 39). Similarly, with regard to elderly people, 10.7% of people age 65 or older in Lafayette have public transportation disabilities, compared to 14.2% in the county and 14.6% in the region (see Table 40). Of these two groups, public transportation disabilities probably best reflects housing disabilities, since those who have difficulty in using transit would probably have special housing needs such as wheelchair access, redesigned kitchens, etc.

TABLE 39. NON-INSTITUTIONAL PERSONS BY PUBLIC TRANSPORTATION
DISABILITY AGE 16 TO 64

STATUS	LAFAYETTE		CONTRA COSTA COUNTY		BAY REGION	
	#	%	#	%	#	%
With a Public Transportation Disability	139	1.0	7,408	1.7	54,184	1.5
No Public Transportation Disability	14,277	99.0	431,770	98.3	3,456,382	98.5
Total	14,416	100.0	439,178	100.0	3,510,566	100.0

Source: U.S. Census, 1980 (STF-3).

TABLE 40. NON-INSTITUTIONAL PERSONS BY PUBLIC TRANSPORTATION
DISABILITY AGE 65 AND OLDER

STATUS	LAFAYETTE		CONTRA COSTA COUNTY		BAY REGION	
	#	%	#	%	#	%
With a Public Transportation Disability	216	10.7	8,192	14.2	73,066	14.6
No Public Transportation Disability	1,806	89.3	49,539	85.8	428,927	85.4
Total	2,022	100.0	57,731	100.0	501,993	100.0

Source: U.S. Census, 1980 (STF-3).

Elderly

Lafayette has about the same proportion of elderly people (10%) compared to total population as does Contra Costa County (9.3%) and the Bay Area (10.3%).

As shown in Table 42, more than two-thirds of all the elderly in Lafayette live in family households (71%), roughly the same as the county (67%) and the Bay Area (62%). More than a third of the elderly in family households are householders in Lafayette--higher than the county and region. 'Householders' are heads of households, who may be living alone or with others.

TABLE 41. AGE OF POPULATION

AGE	LAFAYETTE		CONTRA COSTA COUNTY		BAY REGION	
	#	%	#	%	#	%
65 years & over	2,094	10.0	69,844	9.3	533,017	10.3
Total	20,879	100.0	656,380	100.0	5,179,784	100.0

Source: U.S. Census, 1980 (STF-1).

TABLE 42. PERSONS 65 OR OLDER BY HOUSEHOLD TYPE, 1980

HOUSEHOLD	LAFAYETTE		CONTRA COSTA COUNTY		BAY REGION	
	#	%	#	%	#	%
In Family Household						
Householder	801	38.3	20,958	34.5	169,903	31.9
Spouse	525	25.1	13,776	22.6	107,260	20.1
Other Relatives	159	7.6	5,512	9.1	51,282	9.6
Non-relatives	3	0.1	282	0.5	3,432	0.6
In Non-Family Household						
Male Householder	82	3.9	3,386	5.6	35,611	6.7
Female Householder	419	20.0	13,423	22.1	122,673	23.0
Non-relatives	18	0.9	477	0.8	6,322	1.2
In Group Quarters						
Inmate of Institution	87	4.2	2,809	4.6	27,854	5.2
Other	0	0.0	211	0.3	8,680	1.6
Total	2,094	100.0	60,834	100.0	533,017	100.0

Source: U.S. Census, 1980 (STF-1).

Based on the U. S. Census poverty threshold, 70 people in Lafayette (0.3%) aged 64 and older were under the poverty level in 1979 (see Table 43). Three quarters of those under the poverty level are younger than 55.

TABLE 43. PERSONS IN POVERTY STATUS BY AGE, 1979, LAFAYETTE

AGE	ABOVE POVERTY		BELOW POVERTY		TOTAL	
	\$	%	\$	%	\$	%
Under 55 yrs.	15,707	75.9	447	2.2	16,154	78.1
55 to 59 yrs.	1,451	7.0	45	0.2	1,496	7.2
60 to 64 yrs.	978	4.7	36	0.2	1,014	4.9
65 yrs. & over	1,952	9.4	70	0.3	2,022	9.8
Total	20,088	97.1	598	2.9	20,686	100.0

Source: U.S. Census, 1980 (STF-3).

Note: Poverty status is computed on a national basis; no adjustment has been made for regional cost of living differences. The poverty level in 1979 for one unrelated person 65 years and older was \$3,479; for 2 persons with the householder 65 years and over it was \$4,385.

There are 1,302 households in which elderly people live (see Table 44). Of these, 394 (30%) are renter households. One can also see that nearly 90% of the households with elderly have householders 65 and older.

TABLE 44. OCCUPIED HOUSING UNITS WITH ONE OR MORE PERSONS 65 YEARS AND OLDER BY TENURE BY AGE OF HOUSEHOLDER

HOUSEHOLDER	TOTAL		RENTER OCCUPIED
	\$	%	\$
Under 65 years	187	12.6	17
65 years and over	1,302	87.4	394
Total Households with Elderly	1,489	100.0	411

Source: U.S. Census, 1980 (STF-1).

Large Households

About 10% (740) of the households in Lafayette have five or more persons, and 206 households (2.6%) have six or more persons (see Table 45). As stated earlier, household size in Lafayette is smaller than in the county but greater than the region.

TABLE 45. TOTAL OCCUPIED HOUSING UNITS BY PERSONS IN UNIT

PERSONS IN UNIT	LAFAYETTE		CONTRA COSTA COUNTY		BAY REGION	
	#	%	#	%	#	%
1-4 Persons	7,082	90.5	215,001	89.0	1,760,042	89.3
5 Persons	534	6.8	17,086	7.1	123,521	6.3
6 or More Persons	206	2.6	9,447	3.9	86,986	4.4
Total	7,822	100.0	241,534	100.0	1,970,549	100.0

Source: U. S. Census, 1980 (STF-1).

As shown in Table 46, larger renter households are much less common in Lafayette (2.2% with 5 or more persons) compared to the county (7.5%) and the region (7%). Since most of the households in Lafayette are composed of families, one can assume that most of the large households are large families.

TABLE 46. RENTER OCCUPIED HOUSING UNITS BY PERSONS IN UNIT

PERSONS IN UNIT	LAFAYETTE		CONTRA COSTA COUNTY		BAY REGION	
	#	%	#	%	#	%
1-4 Persons	2,080	97.8	70,920	92.5	808,301	92.9
5 Persons	32	1.5	3,515	4.6	34,014	3.9
6 or more Persons	15	0.7	2,239	2.9	27,880	3.2
Total	2,127	100.0	76,674	100.0	870,195	100.0

Source: U. S. Census, 1980 (STF-1).

Families with Single Female Heads of Household

There are 263 households in Lafayette with a single female parent, her children, and no husband (see Table 47). This type of household often encounters problems of obtaining affordable housing. Earning potential is usually limited by child-rearing responsibilities, and the total household income is generally of only one adult. Unfortunately, there is little data for Lafayette (as well as other cities) on this subject.

Lafayette's households include 3.4% female householders with children and no husband, compared to 6.6% for Contra Costa County and 6.3% for the region. The percentage of male householders with children and no wife (0.4%) is smaller than the county (1.3%) and regional (1.2%) levels.

TABLE 47. HOUSEHOLD BY PRESENCE OF OWN CHILDREN BY FAMILY TYPE

HOUSEHOLD TYPE	LAFAYETTE		CONTRA COSTA COUNTY		BAY REGION	
	#	%	#	%	#	%
Family Households						
With Own Children						
Married Couple Family	2,507	32.2	74,243	30.8	508,660	25.8
Male Householder, no wife	32	0.4	3,034	1.3	23,787	1.2
Female Householder, no husband	263	3.4	15,959	6.6	123,971	6.3
Without Own Children						
Married Couple Family	2,668	34.3	74,560	30.9	541,580	27.4
Male Householder, no wife	87	1.1	3,237	1.3	32,519	1.6
Female Householder, no husband	197	2.5	7,262	3.0	70,625	3.6
Non-Family Households	2,021	26.0	63,123	26.1	672,738	34.1
Total Households	7,775	100.0	241,418	100.0	1,973,880	100.0

Source: U.S. Census, 1980 (STF-3).

Note: Percentages may not add up to 100% due to rounding.

OPPORTUNITIES FOR ENERGY CONSERVATION IN RESIDENTIAL DEVELOPMENT

Legislative actions in California are increasingly calling upon cities and counties to play a more important role in promoting energy conservation and solar energy in residential development. Revisions to State energy efficiency standards for new homes require rigorous compliance with a set of energy conservation and solar measures or an energy budget. These are the California Energy Commission's so-called "Title 24" standards, enforceable by local building departments. The Solar Rights Act of 1978 requires that local governments review tentative maps to ensure use of natural (or passive) heating and cooling for homes constructed in new subdivisions. The State Attorney General has concluded that failure to meet the design requirements could be grounds for disapproval of a tentative map by the local government. The Solar Rights Act also provides that local planning and building ordinances should not have the effect of prohibiting or unreasonably restricting the use of solar energy systems, and that local governments may require dedication of easements for solar access. A related law, the Solar Shade Control Act prohibits the placement of vegetation in locations that would shade a solar collector on another's property.

Energy conservation is possible in both new housing construction and in existing housing, but different implementation approaches will be required. In California, the age of a housing unit is a rough indicator of its energy efficiency and also can be the basis for setting energy program priorities. A general rule of thumb to assess the level of energy efficiency in existing and new housing would be as follows:

- Housing constructed before July 15, 1978 when California's residential energy conservation standards (Title 24) took effect have little or no energy conserving features (i.e., insulation, weatherstripping, double pane windows, etc.)
- Housing constructed between 1978 and July 15, 1983 were required by Title 24 to have a minimum level of energy conservation features (i.e., ceiling and wall insulation, weatherstripping, energy efficient equipment and appliances, etc.).
- Housing approved and constructed after July 15, 1983 must comply with the revised Title 24 standards, requiring higher levels of energy efficiency through either prescribed measures or a performance standard approach (compliance measures may include high levels of insulation, and passive and active solar systems). These standards will also apply to additions to conditioned space of an existing home; they do not cover rehabilitation of homes.

A key issue for choices of energy conservation measures in both new and existing housing is cost-effectiveness. Measures that result in demonstratable energy savings and a reasonable payback to the homeowner or building will be much more favorably received. For example, analysis has shown that ceiling insulation is generally very cost effective, with a short payback; solar hot water heaters, while effective in conserving conventional energy, may have a relatively long payback period.

Potential for Energy Conservation in Lafayette

The age of a housing unit is a rough indicator of its energy efficiency. Table 48 portrays the age of housing in the City in three categories: pre-1978 housing with little or no energy conservation features; housing built between 1978-1983 in compliance with old California Title 24 standards; remaining housing to be built in compliance with 1983 revised State residential energy conservation standards.

Of the total number of units that could be built in the City under current zoning, about 83% were built before 1978. There is some potential for retrofit of these houses with energy conservation measures with resulting energy and cost savings for homeowners. Units yet to be built in Lafayette on remaining available land make up only about 8% of the total possible under current zoning designations. While these homes, built to the revised standards, will be very energy efficient, the City can still have a major effect on how they are sited, and on the protection of rights to solar access.

TABLE 48. AGE OF HOUSING UNITS AS INDICATORS OF ENERGY EFFICIENCY

	# of Units	% of Potential
Housing Built Pre-1978/1	7,307	83.4%
Housing Built 1978-1985	1,733	19.8%
Housing Potential Post-1985/2	689	7.9%
Total Number of Units	8,729	100%

Note:

- /1 Department of Finance data includes houses built through end of 1978; the standards went into effect in July, 1978.
- /2 Reflects maximum potential from Table 33, but not units resulting from any density bonuses.

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III. GOALS, POLICIES, ACTIONS AND QUANTIFIED OBJECTIVES

Lafayette's original housing goals, policies and actions are contained in the Housing Element chapter of the City's General Plan. Since then, the Council has amended the General Plan's Housing Element provisions periodically to achieve consistency with other General Plan changes. Moreover, the California Legislature in 1980 enacted comprehensive changes to the State law that specified detailed requirements for a housing element (Chapter 1143. Statutes of 1980).

Section 65580 of the California Government Code specifies general policy of the State with respect to housing. Specifically, the Legislature has determined that:

- The availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order.
- The early attainment of this goal requires the cooperative participation of government and the private sector in an effort to expand housing opportunities and accommodate the housing needs of Californians of all economic levels.
- The provision of housing affordable to low and moderate income households requires the cooperation of all levels of government.
- Local and state governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community.
- Each local government also has the responsibility to consider economic, environmental, and fiscal factors and community goals set forth in the General Plan and to cooperate with other local governments and the State in addressing regional housing needs.

Section 65583 of the Government Code sets forth the specific content requirements for the Housing Element. Included among the required statements are goals, policies, quantified objectives and scheduled programs for the preservation, improvement, and development of housing.

To the extent possible, original goals and policies of the Housing Element chapter of the General Plan, as amended, are retained in this updated Housing Element for the City. Minor editorial changes have been suggested for clarity. The goals, policies, quantified objectives and implementing actions

contained in this chapter were developed after consideration of the housing needs identification and analysis of constraints presented in the preceding chapter.

EVALUATION OF ORIGINAL HOUSING ELEMENT AND CURRENT HOUSING PROGRAMS

State law requires that the Housing Element update contain an evaluation of the original policies and programs of the City. An evaluation of this kind is inherently subjective. The original intentions of the City in adopting its original General Plan might be misinterpreted in light of current conditions. Nevertheless, such an evaluation must be made as part of the adoption of revisions to the Housing Element. This review takes into account the fact that the Planning Commission proposed revisions to the Housing Element in 1982, but these revisions, many of which are proposed in this document, were not officially adopted by the City Council.

The topography of Lafayette is an intricate array of steep hills and narrow valleys. The land best suited for development, the valley land, is approaching buildout. The City's hillsides and ridgelines are difficult to develop; to provide roads, services and house sites on the steep terrain requires grading-and-padding techniques which may have adverse geologic, hydrologic and visual impacts. Therefore, these areas are planned for open space or very low density residential development.

With a population of older citizens who may find it more difficult physically to maintain their living unit as well as financial constraints on households in this area, the City must encourage the utilization of programs to aid in the continued maintenance of dwelling units.

Continued increases in traffic can be expected through many neighborhoods as adjacent jurisdictions grow and their traffic travels through Lafayette on its way to the freeway. Measures need to be taken to ensure that these effects are minimized in order to provide for pedestrian and vehicular safety.

A major problem in providing new housing in Lafayette is the lack of vacant land which is feasible for development. Nevertheless, the City has, since it incorporated in 1968, recognized its responsibility to provide housing for households from broad socio-economic spectrum.

The letter from the Goals and Policies Committee in 1973 as they submitted the General Plan of Lafayette to the City Council stated:

'...The Plan we suggest also seeks to continue the Lafayette tradition of providing homes for an economic spectrum, through steps designed to restrain the current trend toward a single, affluent class living in our community.

...The Plan includes a Central Area Element which generally restates the test adopted by the City Council in 1971. We do, however, recommend some changes which the Commission felt should be brought to your attention. In addition to updating the narrative to reflect the existence of BART service, we added a suggestion that Mt. Diablo Boulevard include, where appropriate, scenic walkways and bicycle paths and a further suggestion that, in the interest of conservation of Lafayette's existing stock of moderate priced housing, not all small single family residential lots should be designated for transition to apartment zoning."

In the 1970's, the City participated in encouraging the construction of many multiple family apartment buildings and in 1978 was an active partner in the planning and construction of Chateau Lafayette, a senior housing project funded through the use of the City's Community Development Block Grant funds and California Housing Finance Agency. The 64 units are under HUD's Section 8 Rental Assistance program. Lafayette was the first relatively upper income community in the state to achieve this.

Despite many requests to rezone substantial areas of the smaller homes in Central Lafayette to make way for increased commercial or office development, the City has consistently rejected those requests.

The General Plan of Lafayette has consistently stated that the housing should maintain a balance of multiple family units and single family residences. In 1970, multiple family units comprised 19% of the housing stock of Lafayette. By 1975, multiple units had increased to 22.9% of the housing stock. Between 1976 and 1980, Lafayette, as most other cities, experienced a decrease in applications for buildings of multiple units, receiving applications for only 13 buildings, totalling 101 additional units. Single family homes were built at a faster rate, however, and the total percentage of rental units was estimated in 1981 to be about 19%.

Because of current market trends, lack of financing, and lack of available land, it is possible that the percentage of multiple family residences may decrease and the percentage of single family homes will increase in the next ten years in Lafayette.

Lafayette has always had a high degree of citizen participation. As of 1981, over 30 homeowners' associations plus an active Neighborhood (Central Lafayette) Preservation Committee were active within the City. The City sees its role to work with residents, to encourage them and aid their efforts to accomplish the maintenance and upgrading of the residential areas.

HOUSING PROGRAM

The housing program of the City is geared to the dual Central Area/outer area concept, enhancing both as a functional, and unified residential environment. For practical analytical purposes, the two following categories of program emphasis are recognized:

I. Larger lot, lower density single family residential (outer area)

The character and desirability of most of Lafayette as a residential environment is based on the following factors:

- Low density
- Single family dwelling units
- Semi-rural character

Maintenance and enhancement of this environment is being implemented through the following methods:

Hillside Development Limitation

Hillside regulations maintain open area and low-density development by assuring that increasing steepness of residential lot slopes requires proportionally larger lots.

Ridgeline Development Limitation

Hillside regulations also assure protection of ridgelines of the major Lafayette ridges by precluding development thereon, thus preserving views and vistas and preventing geologic and hydrolic problems.

Subdivision Regulation

The subdivision review process assures suitable site planning of new developments, considering density, aesthetics, and overall impact.

Environmental Impact Reporting

The environmental impact report process provides a significant measure of assistance in maintaining residential quality by yielding objective, factual data on proposed projects for consideration by decision-making bodies.

Planned Unit Development (PUD)

The PUD process allows for preservation and maintenance of

on-site open space, and control of density and development aesthetics of residential projects.

Very Low Density Development

This category of development provides for a density of one dwelling unit per 3-20 acres in 'open space' areas where geologic, hydrologic and access problems preclude greater density. Such density has obvious advantageous implications with regard to drainage, circulation, density and aesthetics.

Architectural and Site Plan Review

In its exercise of architectural and site plan review the City gives special consideration to the impact of development on the open and semi-rural character of Lafayette. The areas of the City from which proposed developments can be seen are given careful evaluation and efforts are made to avoid preempting or blocking important views and view corridors. Landscaping and building design assist in the creation of a place of beauty in the neighborhood and within each project area.

II. Multiple and smaller lot, single-family residential (Central Area)

The character and desirability of the Central Area as a residential environment is based on the following factors:

- A desirable, functional mix of rental ranges and unit sizes in multi-family developments
- Maintenance and redevelopment of moderate priced, smaller lot, single family units

The above factors are those that must be considered to realize a goal of providing adequate housing for the elderly and other low to moderate income groups. Development and maintenance of a desirable Central Area residential environment is being implemented through the following methods:

Mixture of types and rental ranges in multi-family units

Existing developments in Lafayette prove that a mixture of housing types and rental ranges can work. The City's housing program provides a greater incentive for such development.

In the multiple residential areas (11 to 17 dwelling units per acre and 15 to 35 dwelling units per acre), zoning

regulations provide for a wide range of housing types by the variety of building sites available. Higher density on larger lots is a means of encouraging consolidation of small lots into larger parcels, thereby offering greater opportunity for design. An ordinance with variable densities also gives a more realistic indication of the types of development that are reasonable on the smaller lots. The result can be an attractive mixture of single family houses, duplexes, medium and high density apartments, with an accompanying range of rental rates.

Development standards also provide for generous landscaping requirements in exchange for the higher densities permitted. Architectural controls assist in assuring a high quality design. Parking is screened where possible.

Mixed uses

Another arrangement that exists in a few buildings in the Central Area, and which is encouraged in appropriate locations in the business district, is the provision of dwelling units in multi-story buildings above the stores and other commercial enterprises that occupy the ground floor.

Increased single family unit density

The Central Residential area zoning regulations encourage ownership units based on the same development standards made available to multiple family residences. Condominium apartment houses can provide such ownership. In addition, duplexes, townhouses, tightly clustered housing, and other housing types provide additional housing opportunities. Following additional study, it might prove desirable to designate portions of the Central Residential area for higher density single family residential development, with multiple family housing prohibited.

Conservation of existing units

Some parts of Central Lafayette consist of small lots, often containing small, relatively moderate priced housing. The City does not plan on succumbing to an approach of waiting until these homes become old and poorly maintained, then rezoning the land for apartments. Such an approach encourages decay and poor maintenance by those anticipating future "higher" land uses. The City's housing program wishes to retain a supply of smaller homes, and the City has indicated to owners of property in certain such areas an intent to maintain zoning policies and programs to support the retention of such homes.

GOALS, POLICIES AND ACTIONS

The Housing Element manifests the principal goal of Lafayette-- preservation and enhancement of the character of the City as a semi-rural residential community. Concurrently, the plan expresses the additional desires of the community to accommodate a diversity among residents in terms of age and socio-economic background.

These concepts do not conflict. The existing nature of circulation, drainage, terrain, and availability of utilities precludes high density development outside the Central Area. The Central Area, its terrain, and its proximity to public transportation and shopping is conducive to and appropriate for higher density development.

The plan provides for the enhancement of the overall residential environment through the dual Central Area/outer area concept, with emphasis on coordinated development to allow these two entities to exist as one functional residential community.

The overall goal of the Housing Element as proposed is:

TO PROVIDE A PERMANENT SUPPLY OF A VARIETY OF AFFORDABLE HOUSING OF SOUND CONSTRUCTION TO ACCOMMODATE A DIVERSITY AMONG LAFAYETTE CITIZENS IN TERMS OF AGE AND SOCIO-ECONOMIC BACKGROUND AND TO ENCOURAGE THE PRESERVATION OF SINGLE FAMILY RESIDENTIAL NEIGHBORHOODS AND THE SEMI-RURAL CHARACTER OF THE CITY.

In developing any set of policies on housing programs for City Council and general public consideration, it is important to identify both the obstacles facing the City in addressing the total need for housing and the realistic opportunities for success given available resources. Nine goals are proposed to replace the goals contained in the General Plan. The revised goals provide more specific statements of how the City intends to address the State's overall goal of providing decent housing and a suitable living environment for every family, as well as the overall housing goal of the City. These more specific goals are intended to be addressed in the City's policies, and implemented by its actions.

The Housing Element's goals are:

1. Promote decent, safe, sanitary, and affordable housing.
2. Ensure that the City's plans, policies, regulations, and housing program incentives encourage the provision of a mix of housing types responsive to household size, income, and accessibility needs.

3. Conserve and upgrade the existing housing stock.
4. Encourage the provision of suitable sites for low and moderate income housing, while avoiding the concentration of low income households in any neighborhood.
5. Encourage and preserve compatible land uses with the preservation, development, and redevelopment of neighborhoods and homes.
6. Promote energy conservation in the design of new and rehabilitation of existing residential units.
7. Strive for equal housing opportunity and access for the City's citizens regardless of age, race, ethnicity, religion, sex, income, family composition, or disability.
8. Foster intergovernmental cooperation and participate in local and regional public and private efforts to promote affordable housing.
9. Facilitate citizen understanding of the goals, policies, programs, and quantified objectives contained in the City's Housing Element.
10. Strictly regulate condominium conversions of existing multi-family residential rental buildings, so as to conform to the Goals and Objectives of this General Plan; and so as to minimize the adverse impact on rental tenants and on the housing mix in the City.

The remainder of this Chapter describes policies and actions designed to meet the City's goals.

Goal 1. Promote decent, safe, sanitary and affordable housing.

Policy 1.1 Adopt regulations to encourage private sector development of affordable housing for all economic segments of the City's population.

Policy 1.2 Require that the design and construction of housing seek to avoid adverse impacts of noise to the interior and exterior living environment.

Policy 1.3 Continue to protect housing areas adjacent to areas developed or designated for commercial or industrial use by requiring installation of ornamental walls or fences and landscaping to screen objectional views and reduce sound levels.

Implementing Actions

- Action 1.1 Investigate use of available resources under State law to promote construction of new housing affordable to existing low income residents of the City.
- Action 1.2 Consider formation of a City-wide housing resources advisory committee to determine the best use of opportunities offered by State programs to assist low and moderate income people.
- Goal 2: Ensure that the City's plans, policies, regulations, and housing program incentives encourage the provision of a mix of housing types responsive to household size, income, and accessibility needs.
- Policy 2.1 Encourage innovation in site design and financing to improve the affordability of housing.
- Policy 2.2 Continue to encourage the development of housing of all price ranges throughout the City so as to provide for a mix of housing.
- Policy 2.3 Encourage the provision of housing units for special needs, including those for the elderly and handicapped close to services and facilities.
- Policy 2.4 Continue to use a Planned Unit Development (PUD) approach to the development of housing within residential areas of the community.
- Policy 2.5 Through the PUD procedures, continue to seek a more functional, aesthetically pleasing and harmonious living environment than might otherwise be possible by the application of other provisions of the City's zoning and subdivision ordinances.
- Policy 2.6 Provide where feasible, density bonuses for certain types of development using creative design and amenities or providing housing for special needs.
- Policy 2.7 Permit mobile homes as provided for by the City's zoning regulations.
- Policy 2.8 Where existing rental housing is proposed to be converted to condominium housing, continue to allow the conversion only if it meets the applicable standards prescribed under the General Plan.

Policy 2.9 Continue to seek to minimize the time and costs associated with processing applications to develop housing within areas designated by the General Plan.

Policy 2.10 Assure that the capital costs of streets, utilities and other public improvements will be met by developers in reasonable proportion to the costs generated by the development.

Implementing Actions

Action 2.1 Continue to utilize the PUD concept to promote flexibility in density, lot size (including smaller lots), design concept, mixed uses, side yard and setback requirements in exchange for more affordable units.

Action 2.2 Work with private sector developers to attract housing developments geared for all economic segments of the community's households, so as to support local economic development efforts and maintain the diversity of income levels in the City.

Action 2.3 Authorize, where appropriate, density bonuses greater than those currently required in State law for private sector developments where 25% of the units will be affordable to low income residents of the community.

Action 2.4 Provide information and assistance regarding the City's current ordinance and review standards on the placement of manufactured housing units on permanent foundations in existing developments.

Action 2.5 Provide information and assistance to developers and private citizens interested in the use of manufactured housing components, other than mobilehomes, for residential expansion, conversion or rehabilitation.

Action 2.6 Encourage developers to provide more affordable homes with predesigned expansion capability.

Action 2.7 Facilitate housing development and rehabilitation efforts which meet federal, state and local requirements to provide accessibility for the handicapped in residential units.

Action 2.8 In conjunction with local groups, investigate the feasibility of establishing a shared housing program

that would match lower income seniors together to share housing, thereby lowering individual housing cost.

- Action 2.9 Investigate the feasibility of making changes in the City's parking ordinance to reduce requirements for elderly housing projects.
- Action 2.10 In conjunction with other local groups, investigate the provision of disaster and emergency housing exploring innovative techniques and determining the extent of need.
- Action 2.11 Continue to use combined environmental assessments under the California Environmental Quality Act (CEQA) to expedite permit processing and avoid unnecessary additional environmental assessments.
- Action 2.12 Continue to encourage the preliminary review of development projects with developers so as to provide early input and reduce formal processing time.
- Action 2.13 Annually review the provisions of the condominium conversion ordinance to assure that it is meeting the needs of the City to protect the existing rental housing stock.

Goal 3: Conserve and upgrade the existing housing stock.

- Policy 3.1 Continue to manage code enforcement programs to work toward the rehabilitation and/or elimination of physically obsolete and substandard housing, as appropriate.
- Policy 3.2 Continue to support, as appropriate, action-oriented programs to expand the capabilities of individuals and the private sector to rehabilitate and conserve existing housing.
- Policy 3.3 Promote conservation and rehabilitation of the existing housing stock with aggressive pursuit of funding sources and programs.
- Policy 3.4 In promoting the conservation and rehabilitation of the existing housing stock, seek to preserve the character of existing neighborhoods, and, where economically feasible, retain and expand a supply of low and moderate income units.
- Policy 3.5 Encourage the retention of existing housing and the

construction of new units in residential zones near commercial areas, as appropriate.

Policy 3.6 To the extent possible, encourage use of the existing housing stock for those eligible for subsidy assistance.

Policy 3.7 When undertaking conservation or rehabilitation activities, protect the occupant by maintaining the housing stock through enforcement of existing building codes.

Policy 3.8 Provide that all persons displaced as a result of public action be relocated in decent, safe and sanitary housing within their ability to pay and convenient to their needs pursuant to the Uniform Relocation Act of 1970.

Implementing Actions

Action 3.1 Provide information on the use of zoning ordinance provisions allowing for second units in existing homes.

Action 3.2 Investigate with local financial institutions the possibility of developing alternate forms of financing for housing development and rehabilitation.

Action 3.3 Use, when available, Community Development Block Grant (CDBG) funds in areas of the City targeted for code enforcement and improvement.

Goal 4: Encourage the provision of suitable sites for low and moderate income housing while avoiding the concentration of low income households in any area.

Policy 4.1 Continue to discourage concentrations of housing for low and moderate income families in specific neighborhoods.

Policy 4.2 Encourage greater use of density bonus provisions of State law and the City's zoning ordinance.

Implementing Actions

Action 4.1 Encourage private sector development on existing infill sites designated for medium and higher density residential development.

Goal 5: Encourage and preserve compatible land uses with the

preservation, development, and redevelopment of neighborhoods and homes.

- Policy 5.1 Continue to design single family residential areas to avoid fronting on major streets or thoroughfares expected to carry interneighborhood or community traffic.
- Policy 5.2 Continue to locate multiple family residential areas in relation to requirements for access from arterial and collector streets, the capacity of streets and utilities and the need for proximity to public facilities and commercial areas.
- Policy 5.3 Continue to seek a convenient pattern of residential development in relation to educational, cultural, health care, religious, recreational, governmental office, shopping, employment, transportation and other service facilities.
- Policy 5.4 Where compatible, encourage mixed land uses to maximize housing opportunities and promote commercial development.
- Policy 5.5 Preserve existing housing located in the commercial districts and pursue the feasibility of residential zoning in areas of commercial districts.
- Policy 5.6 Provide that there be no residential or commercial highrise structures in Lafayette, highrise being defined as buildings in excess of three stories, except in truly exceptional instances where higher structures or portions of main structures would be necessary for the economic development of the core area and where it would enhance the architectural beauty or setting of the building.
- Policy 5.7 Provide that residential development continue to preserve the natural setting of the City, and that preservation of natural ridge lines be considered in future plans.
- Policy 5.8 In addition to areas presently zoned for multiple dwellings, permit multiple units as a buffer between commercial, freeway, or public areas and single family zones; this should be accomplished in a well planned manner to avoid an unreasonable "hodge podge" type of development.

Implementing Actions

Action 5.1 Investigate and implement zoning regulations to preserve existing housing located in commercial areas.

Action 5.2 Investigate the rezoning of certain areas of the commercial districts to residential.

Action 5.3 Provide that non-residential in residential areas (schools, churches, firehouses, police stations, utility structures, etc.) be subject to review architecturally to assure conformity with existing residential character of the neighborhood.

Goal 6: Promote energy conservation in the design of new and rehabilitation of existing residential units.

Policy 6.1 Require careful placement of all types of units on their sites so as to provide adequate usable outdoor living area and maximize conservation of energy resources.

Policy 6.2 Ensure the use of federal, state, and City energy conservation measures as part of any housing rehabilitation program conducted by individuals, developers or the City itself.

Implementing Actions

Action 6.1 Provide information and referral, as appropriate, to developers and individuals, on energy conservation techniques.

Action 6.2 Review the existing zoning ordinance to ensure energy conservation measures are adequately addressed.

Goal 7: Strive for equal housing opportunity and access for Lafayette citizens regardless of age, race, ethnicity, religion, sex, income, family composition, or disability.

Policy 7.1 Continue to support efforts to eliminate discrimination in housing which is based on an individual's race, ethnicity, religion, sex, income, family composition, or disability.

Policy 7.2 Continue to encourage the private sector to qualify for federal and state sponsored programs of housing assistance.

Policy 7.3 Provide information and facilitate the resolution of

problems and conflicts that may occur in tenant-landlord disputes.

Implementing Actions

Action 7.1 Cooperate with local organizations that offer information and referral services to assist in the mitigation and resolution of tenant-landlord disputes.

Action 7.2 Begin development of a plan to enable needy residents of Lafayette, such as senior citizens on diminishing fixed incomes, to remain residents of the community.

Goal 8: Foster intergovernmental cooperation and participate in local and regional public and private efforts to promote affordable housing.

Policy 8.1 Work with Contra Costa County, its other cities, and the Association of Bay Area Governments (ABAG) in determining the City's appropriate share of regional housing needs, in accordance with State law.

Policy 8.2 Continue to support the organization of an effective nonprofit housing corporation composed of governmental, private sector and citizen representatives.

Policy 8.3 Continue to support the creation of a countywide housing authority to assist in meeting low and moderate income housing within the local market area.

Policy 8.4 Review and, where necessary, amend the Housing Element on an annual basis to ensure its consistency with other elements of the General Plan.

Implementing Actions

Action 8.1 Participate in the next determination by the ABAG of Lafayette's share of the regional housing need, as part of the 1990 update of this element.

Action 8.2 Amend the General Plan, as necessary, to ensure internal consistency as required by State law.

Goal 9: Facilitate citizen understanding of the goals, policies, actions, and quantified objectives contained in the City's Housing Element.

Policy 9.1 Continue to seek and provide opportunity for citizen participation in the maintenance of the Housing Element through programs of public information, use of advisory committees, the conduct of public meetings and hearings, and direct notification of interested and affected parties.

Policy 9.2 Implement its housing policies and programs within specific neighborhoods of the community by seeking direct participation by citizens of the neighborhoods affected.

Implementing Actions

Action 9.1 Distribute the draft Housing Element to interested organizations, agencies, groups, and individual citizens, as appropriate, so as to maximize public participation and input.

Action 9.2 Hold Planning Commission and City Council public hearings to receive public comment on goals, policies, actions, and quantified objectives.

Goal 10: Strictly regulate condominium conversions of existing multi-family residential rental buildings, so as to conform to the Goals and Objectives of this General Plan; and so as to minimize the adverse impact on rental tenants and on the housing mix in the City.

QUANTIFIED OBJECTIVES

Under provisions of the Housing Element Law of California, the Housing Element is to establish quantified objectives for the local government in its housing program.

These quantified objectives are to enable the City to address its appropriate share of the regional housing needs, and to aid in the maintenance, improvement and development of housing.

The City's share of the regional housing need is identified in Table 31 of this element of the Lafayette General Plan. Land resources in the City and its planning area will accommodate housing to address this need. The City's adopted zoning ordinance, as previously discussed, will accommodate the overall share of the regional housing needs through 1990. Zoned land for residential development is identified in Table 32.

The City intends to expedite development, and provide whatever assistance it can, to address its share of regional housing needs of 590 units for the period to 1990. Moreover, the City intends that these units be affordable according to the distribution of

housing as shown in Table 31:

- 50% above moderate
- 18% moderate
- 13% low
- 19% very low

While the above percentages represent a need that the City should seek to address, it is the City's objective to provide housing to all households to the fullest extent possible given existing and expected resources. Realistically, the City expects substantial difficulty achieving the low and very low income housing need, as identified, because of a lack of federal and state resources to it and private sector developers of such housing. The City has zoned land for multiple family development. It is precisely these lands that are most attractive to housing developments that would provide housing opportunities for low income residents.

The City intends to seek ways to increase housing opportunities for existing residents of the City. It believes the programs identified in this element will address its identified housing needs.

Because of the predominantly high cost of single family homes in Lafayette, virtually the only housing opportunities available to families or persons earning less than \$10,000 per year are in the form of rental units.

RESIDENTIAL UNIT TYPES - DWELLING UNITS

At the present time, Lafayette has mostly single family detached residential homes on individual lots ranging in size from a few as small as 5,000 square feet to well over an acre. Only in the Central Area are there any multi-family units, basically apartment buildings.

As the City faces both the increasing demand for other types of housing and the need to find means to preserve open space within the City, it will be well to consider a broader range of housing types. The following describes the most likely types that may be proposed.

Single family detached houses are typically for one family only on a separate, individually owned lot. In a planned residential neighborhood with common open space areas and common maintenance, the individual lot may not be present.

Single family houses can also be attached, still maintaining separate ownership, and even some individually owned and maintained garden areas. Usually these are part of some kind of common or condominium type of land ownership for open spaces.



Las Trampas Regional Park

Pleasant

6840

LAFAYETTE RIDGE

Walnut
Creek

SPRINGBROOK

Walnut
Creek

BURTON
VALLEY
EXTENSION

Las Trampas
Regional
Park

UTAH
INTIMATE BOUNDARIES

They can be grouped in twos, threes, fours, or any number. When attached in larger numbers they are often referred to as town houses. The term "town houses" does not refer to the kind of ownership or whether the units are rented or not. It does not refer to the density of the units. Some town house groupings have as much as an acre of ground per unit, resulting in large amounts of common open space. Single family houses and town houses are on separate plots of ground, that is, they are never placed one above another.

The term "multi-family units" usually refers to what is ordinarily thought of as apartments. They are often smaller in size and at higher densities than single family attached or detached units. The distinguishing feature of an apartment is common entrance ways and they are often one above another.

Ownership vs. Rental is a separate and independent question from that of housing types. All types of units from single family detached to multi-story apartments can be either owned separately or rented.

gp-5-iii

VI. CIRCULATION



- freeway
- expressway
- major road
- secondary
- crossed

VI. CIRCULATION

CIRCULATION

INTRODUCTION

Lafayette's stated guiding principle is the preservation and enhancement of its character as a low density, semi-rural, residential community.

In the context of the Circulation Element, this translates into the intent to accomodate local traffic issues versus through traffic ones. Emphasis shall be given to pedestrians over vehicles, and maintenance/renovations over expansion.

In all instances, safety shall be a primary goal.

The community has elected to accept a little less convenience and some longer periods of congestion in order to minimize new streets and street widenings. Stimulated by the presence of BART/1, viable alternatives to the private automobile must be developed which will relieve traffic congestion. Lafayette has expressed a strong desire to go slowly in making the City accomodate the automobile.

A circulation system is one of the major aspects of a General Plan, providing for the movement of people and goods, and is intimately related to the use of the land. The Central Area Study notes that Lafayette has had to cope with regional traffic since local streets are used to transfer regional traffic to outlying communities through the City's shopping and residential areas.

The major circulation problems existing in Lafayette today, originate from Moraga-Rheem Valleys, Burton Valley, Pleasant Hill area which significantly impact the Central Area around the interchanges on State Route 24, the BART station area and the Pleasant Hill Road/Deer Hill Road/Route 24 interchanges. Existing circulation directs work traffic and shopping traffic from Moraga-Rheem Valleys and Burton Valley via St. Mary's Road and Moraga Road to the downtown, the central interchange and BART.

Pleasant Hill Road north of Route 24 and Taylor Blvd. direct work traffic from the Pleasant Hill area to the Pleasant Hill Road/Deer Hill Road/Route 24 interchanges and the BART station.

Because of the shifting of workplaces from San Francisco and Oakland towards Central Contra Costa County it is expected that a greater percentage of Moraga's work force is shifting from commuting west through Orinda to commuting north and east through Lafayette. The effect of this on Lafayette commuting traffic is

as important as the increase due to growth in Moraga.

1 -----
BART Ba, Area Rapid Transit

The section of Moraga Road from St. Mary's Road to Mt. Diablo Blvd., and that portion of Mt. Diablo Blvd. itself necessary to reach the BART station and interchange ramps, are inadequate to handle existing and future traffic.

The intersection of Pleasant Hill Road and Deer Hill Road is currently operating at capacity level of service E./2

Previously studied downtown bypass routes, Lafayette Parkway and St. Mary's Parkway, have been determined to be environmentally and politically infeasible. This is also the case with major street connections from First Street to Moraga Road and from Oak Hill Road to Moraga Road which were shown on the previous circulation plan map.

An analysis of the remaining vacant single family residential lands in Lafayette indicates that the City is reaching total buildout if all lands were developed to maximum intensities permitted by City zoning and slope density regulations presently (10, 1'84) in force. The actual increase may no doubt be lower because of physical constraints such as access, poor soils and storm drainage which would have to be recognized in subdivisions.

It is concluded from an analysis of the traffic load on the present City roads from City residents, and a review of the potential for future growth in the City, that the present road system in Lafayette is generally adequate, except in a few problem areas, to accommodate present and future Lafayette generated traffic. It is, therefore, concluded that no substantial road widening and no significant new road construction will be needed to accommodate Lafayette's buildout. Nonetheless new development, both commercial and residential, either within or outside the City is expected to mitigate their impacts upon the circulation system, including walkways and bikeways, by providing improvements or contributing monetarily to funds established for that purpose.

/2 Service E, from Highway Capacity Manual, 1965, highest or maximum volume/capacity ratio

LAFAYETTE CIRCULATION ELEMENT

GOALS, POLICIES, AND ACTIONS

The goals and policies of the General Plan reflect the general direction in which the City wishes to advance. They will provide guidance for future decision making when the City is confronted with specific issues and proposals. The action statements outline specific steps that the City is committed to taking as a means of achieving its goals. Goals and policies may appear to be in conflict, but such conflicts merely reflect the competing needs that confront City decision makers. It is the obligation of City staff and Council to weigh these competing needs and policies when making decisions regarding specific proposals.

Goal 1: Provide for safe and efficient vehicular movement on streets in Lafayette.

Policy 1A: Achieve an operating level of service on residential and commercial streets that maintain the village character of Lafayette.

Action 1A.1: Establish capacities for residential and commercial streets based on environmental factors.

Action 1A.2: Consider residential traffic controls to reduce traffic where volumes exceed the capacity.

Policy 1B: Seek methods to achieve an operating level of service D or better for all arterials and collectors during the peak hours.

Action 1B.1: Study and implement physical and operational improvements to roadway and intersections. Assure that these improvements are compatible with other City goals.

Action 1B.2: Continue to evaluate future routes that bypass the downtown area.

Action 1B.3: Where level of service D cannot be achieved through reasonable physical improvement, seek methods to reduce or shift peak traffic demand.

Action 1B.4: Promote ridesharing, transit, and bicycle usage, and work shift changes to reduce peak traffic demand.

Action 1B.5: Review and participate in the decision making process for any proposed changes in the BART access facilities as they affect level of service

on Lafayette streets.

Policy 1C: Work closely with neighboring jurisdictions and agencies responsible for roadways, traffic control devices, and transit facilities in Lafayette.

Action 1C.1: Investigate joint planning efforts to manage development impacting Lafayette streets.

Action 1C.2: Investigate methods for assessing to the developers the cost required to accomodate new development.

Action 1C.3: Review changes to facilities affecting Lafayette controlled by other agencies.

Action 1C.4: Ensure that changes to facilities controlled by other agencies do not result in unmitigated adverse impacts on circulation in Lafayette.

Policy 1D: Enhance traffic safety.

Action 1D.1: Provide sufficient enforcement activity to deter traffic law violations.

Action 1D.2: Review the incidence and causes of accidents and develop measures that reduce the rate of accidents.

Action 1D.3: Make physical improvements to increase safety.

Action 1D.4: Consider changes in traffic and parking regulations to enhance safety.

Policy 1E: Optimize traffic signal system performance.

Action 1E.1: Establish a systematic traffic signal controller replacement program.

Action 1E.2: Monitor signalized intersection performance.

Action 1E.3: Coordinate groups of signals.

Action 1E.4: Install new signals when warranted and establish a system for prioritizing their implementation.

Policy 1F: Monitor the operation and performance of the street system.

Action 1F.1: Maintain and update a functional classification of the street system.

Action 1F.2: Conduct special data collection and analysis as specific problems and issues arise.

Policy 1G: Maintain roadways in good condition.

Action 1G.1: Inventory and monitor roadway conditions.

Action 1G.2: Conduct regular repaving.

Action 1G.3: Install and maintain effective pavement markings.

Action 1G.4: Repair roadbeds and lighting as needed.

Policy 1H: Maintain traffic control devices in good operating condition.

Action 1H.1: Respond quickly to signal breakdowns and sign damages and losses.

Action 1H.2: Conduct regular maintenance of the signs, markings, and traffic signals.

Goal 2: Provide for safe and efficient pedestrian movement in Lafayette.

Policy 2A: Create and maintain a safe and effective system of sidewalks and pedestrian crossings.

Action 2A.1: Provide sidewalks in areas with significant pedestrian movement.

Action 2A.2: Consider widening sidewalks where necessary to accommodate peak pedestrian traffic adequately.

Action 2A.3: Require appropriate pedestrian facilities whenever property develops or redevelops.

Action 2A.4: Prepare an off-street pedestrian walkway network plan for Lafayette with emphasis on the downtown business area and along school routes.

Policy 2B: Provide safe and efficient pedestrian crossings at signalized intersections.

Action 2B.1: Implement a program to install standardized pedestrian signal indications at all signalized intersections.

Action 2B.2: Require pedestrian crossing phases and standard displays at all new traffic signal installations.

Action 2B.3: Consider separating vehicular and pedestrian traffic where feasible.

Policy 2C: Improve public awareness of pedestrian traffic controls and safety.

Action 2C.1: Support programs to educate Lafayette residents regarding the meaning of pedestrian signal display indications.

Action 2C.2: Encourage pedestrian safety programs in Lafayette schools.

Goal 3. Provide convenient and efficient alternatives to the automobile.

Policy 3A: Support Central Contra Costa Transit Authority (CCCTA).

Action 3A.1: Encourage CCCTA and BART to provide a high level of transit service to Lafayette.

Action 3A.2: Propose improvements to transit routes serving Lafayette.

Action 3A.3: Review and comment on all proposed changes to transit service in Lafayette.

Action 3A.4: Ensure that improvements to the BART facilities do not result in unmitigated impacts to traffic circulation in downtown Lafayette.

Action 3A.5: Investigate ways in which costs of transit improvements can be shared by private industry.

Action 3A.6: Encourage employers to sell and/or subsidize passes for their employees.

Action 3A.7: Provide transit information to the general public.

Policy 3B: Provide an efficient and effective paratransit service for elderly and handicapped persons unable to use the CCCTA service.

Policy 3C: Create and maintain a safe and effective system of roadways and bikeways suitable for bicycle use.

Action 3C.1: Maintain the roadways in a manner suitable for safe cycling.

Action 3C.2: Consider cycling needs in all future roadway projects.

Action 3C.3: Make existing bicycle facilities conform to the latest bicycle facility criteria.

Policy 3D: Assure the provision of adequate bicycle support facilities at all major bicycle usage locations.

Action 3D.1: Require appropriate bicycle support facilities whenever a property develops or redevelops.

Action 3D.2: Examine feasible options for retrofitting existing developments with bicycle support facilities.

Action 3D.3: Prepare and distribute maps which indicate the suitability of streets for bicycle travel.

Action 3D.4: Make every reasonable effort to establish an effective bicycle education program for Lafayette citizens.

Goal 4. Increase ridesharing and off-peak traveling.

Policy 4A: Work with individual employers to promote ridesharing and off-peak commuting.

Action 4A.1: Promote employers to establish internal carpool and vanpool programs where feasible.

Action 4A.2: Promote employers to establish preferential parking for carpools.

Action 4A.3: Promote employers to establish flexible and/or staggered work hours.

Policy 4B: Promote ridesharing to the general public.

Action 4B.1: Provide carpooling information to the general public.

Goal 5. Coordinate the transportation system with local land development.

Policy 5A: Ensure that new development and local activity centers have adequate transportation facilities.

Action 5A.1: Require new development to provide adequate access, on-site circulation, and off-street parking and loading areas.

Action 5A.2: Establish parking restrictions or fees where there are competing demands for limited parking.

Policy 5B: Ensure that any new development can be accommodated by the transportation system.

Action 5B.1: Determine the likely impacts of all proposed developments.

Action 5B.2: Require developers to provide necessary mitigation measures for both highway and public transit improvements.

Action 5B.3: Require new development to enhance access by bus and bicycle.

Policy 5C: Minimize adverse impacts of the transportation system on adjacent land uses.

Action 5C.1: Discourage non-local and commercial traffic from local residential streets.

Action 5C.2: Minimize commercial and residential displacement when new facilities are built or existing facilities are expanded.

Goal 6. Conduct local transportation planning with concern for local citizenry and businesses.

Policy 6A: Publicize major transportation issues and solicit public input in resolving them.

Action 6A.1: Prepare press releases and public information bulletins on major actions and issues.

Action 6A.2: Conduct public hearings on major issues and as required by law.

Policy 6B: Coordinate local transportation planning with regional and other local plans. Work with other agencies on multi-jurisdictional problems affecting Lafayette.

Policy 6C: Conduct planning and administrative activities that meet external requirements and maximize funding allocated to Lafayette.

Action 6C.1: Conduct required planning and administrative functions.

Action 6C.2: Prepare grant applications and conduct other

necessary activities to qualify for special
funding sources.

The Street System

Streets are generally classified into the following functional categories based on the extent to which they provide mobility between areas as opposed to access to individual properties:

- Freeways:** Limited access highways
- State Route 24
- Expressways:** Highways having partial access control
- Major Arterials:** Major streets providing through service between communities
- Mount Diablo Boulevard
Pleasant Hill Road
Moraga Road
- Minor Arterials:** Major streets that also carry through traffic, but generally carry shorter trips than Major Arterials
- First Street (Deer Hill Road to Mt. Diablo Blvd.)
Oak Hill Road (Deer Hill Road to Mt. Diablo Blvd.)
St. Mary's Road
Reliez Valley Road
Glenside Drive/Reliez Station Road/Olympic Blvd.
Acalanes Road/Glorietta Blvd.
Deer Hill Road
- Collectors:** Streets that collect traffic from local streets and feed into arterials
- Dewing Avenue (between Brook St. and Mt. Diablo Blvd.)
Brook Street
Moraga Boulevard
Mountain View Drive
Stanley Boulevard
Rohrer Drive
Silverado Drive
Hamlin Road/Sweet Drive
Upper Happy Valley Road
Happy Valley Road
- Local Streets:** Remaining streets whose primary purpose is to provide access to individual properties

Caltrans and the FHWA/1 have classified California's streets into these functional categories, and these classifications determine the eligibility of individual streets for different FHWA funding programs.

/1FHWA - Federal Highway Warrant Authority

Street Capacity Levels

In order to establish Maximum acceptable capacity levels for various streets in the community, three broad categories of street types are determined as Through Streets, Commercial Streets and Residential Streets.

These streets are shown on Figure 1, Classification of Streets.

The maximum acceptable traffic level on Through Streets is based on the level of service analysis of their intersections and should not exceed service level D at peak hours.

The maximum acceptable traffic level of Commercial Streets is 5,000 ADT/1 and the maximum for Residential Streets is 2,000 ADT. These maximum levels, however, may be too high in specific areas due to local circumstances of design, adjacent land uses or accumulative impacts of distant traffic generation. In such cases discretion in decisions affecting street capacity should be weighed in favor of safety, and the maintenance of the City's character as a low density, semi-rural residential community.

North-South Improvements in the Central Area

Oak Hill Road, First Street, St. Mary's Road and Moraga Road have reached near saturation today and future estimated traffic destined for the downtown and rapid transit station from Moraga-Rheem Valleys and from Burton Valley will have to be adequately handled on these roads.

Notwithstanding this recognized problem, this Plan proposes no changes in the street system in the Central Area.

Pleasant Hill Road

The plan designates Pleasant Hill Road north of the freeway as a major arterial. Because of the high traffic usage of the street, access to Pleasant Hill Road by new development is to be restricted to those properties which cannot obtain any other reasonable access. Pleasant Hill Road should not be widened to provide additional travel lanes or converted into an expressway or freeway; but improvements must be made to accommodate turning movements, pedestrians and bicyclists.

Glenside Drive/Reliez Station Road

These streets are currently carrying high volumes of commuter traffic, nearing capacity at peak periods. These roads are narrow and winding, pass through low density residential areas and were not intended to carry high volumes of traffic. Widening and straightening these streets will cause considerable

environmental damage including increases in noise and pollution. Increasing the capacity also will bring only temporary relief to the volume problem because the route will attract new users and soon the new capacity will again be reached.

This plan does not contemplate the physical widening of these streets to add capacity. Necessary safety improvements should be provided as needed.

/1 ADT - Average Daily Traffic

(INSERT FIGURE 1,2,3 & 4)

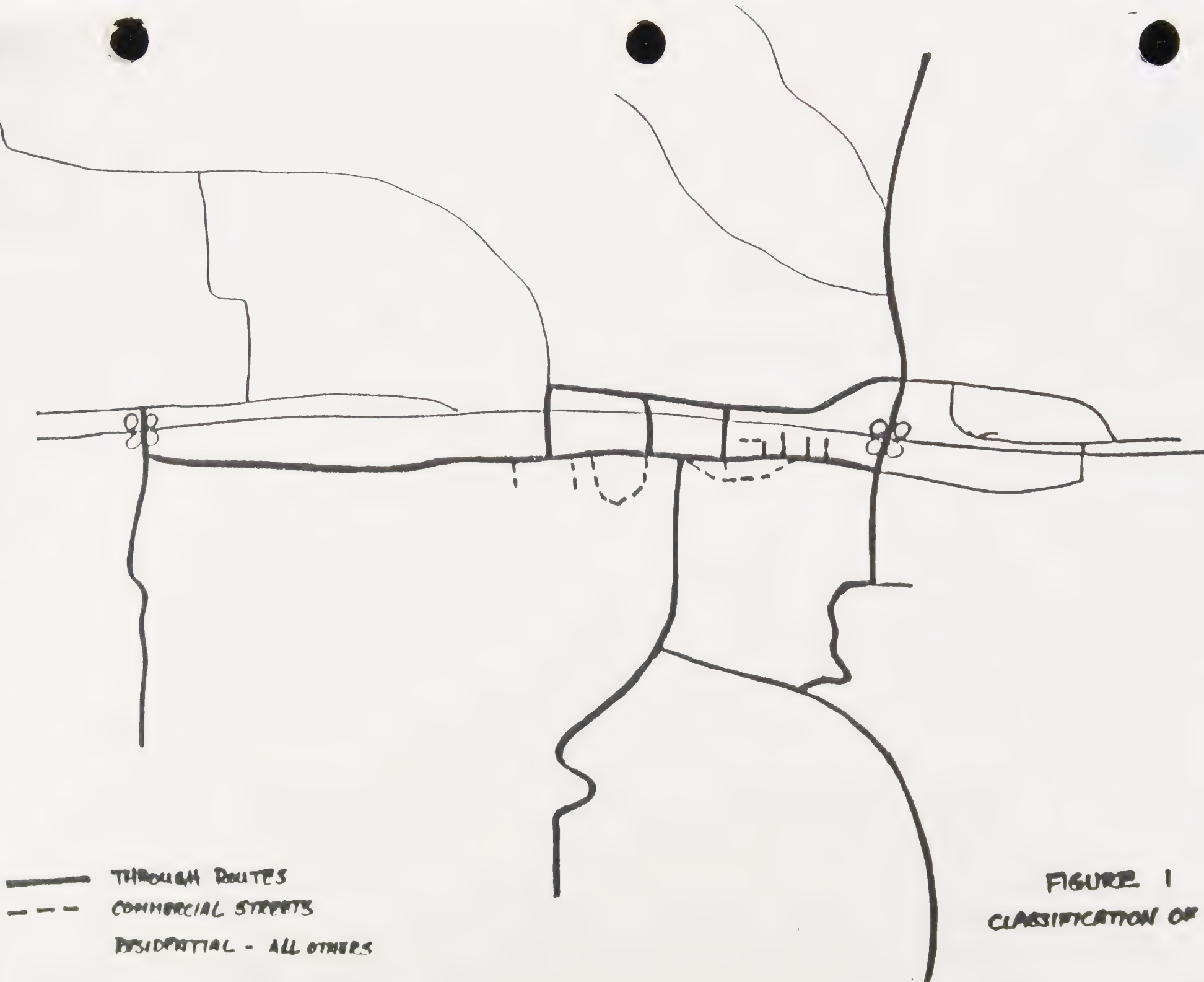
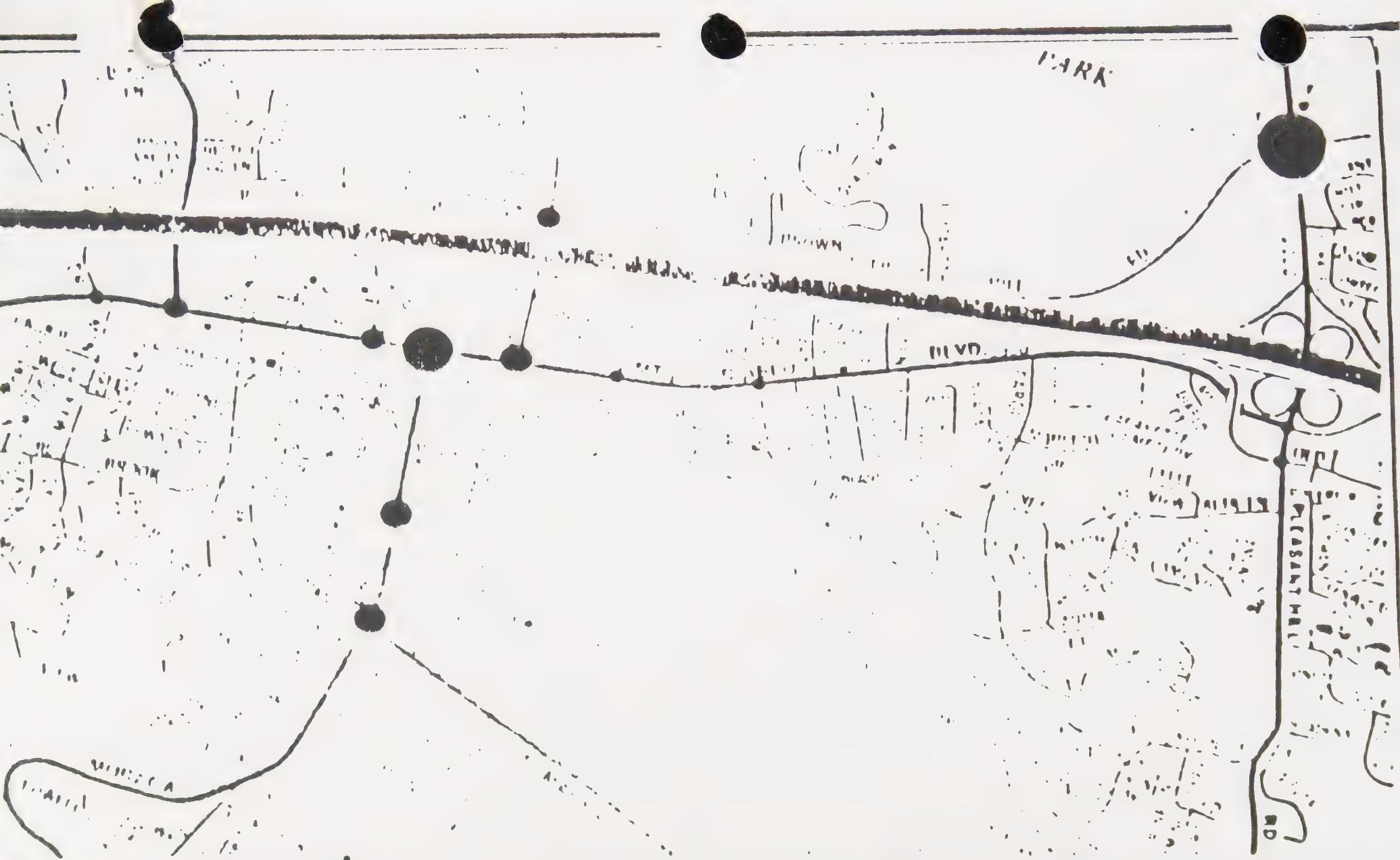


FIGURE 1
CLASSIFICATION OF STREET

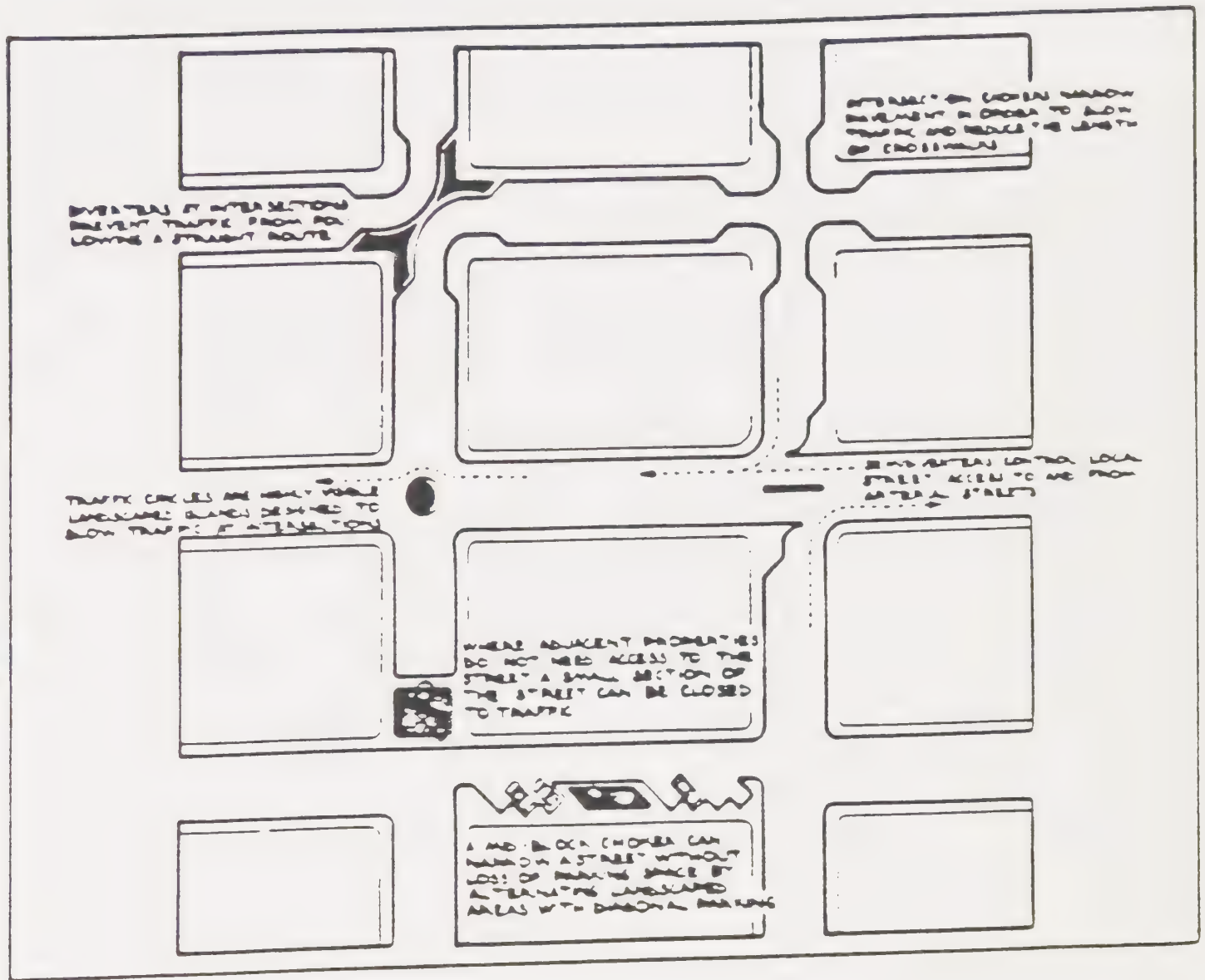


Level of Service

A	●	D	●
B	●	E	●
C	●		

— jhk & associates

Figure 4'
Signalized Intersection
Level of Service



Examples of methods of discouraging use of neighborhood streets by through traffic are diverters, intersection chokers, traffic circles, semi-diverters, closure, and mid-block chokers. Appropriately placed stop signs are also effective. Although the intent is to keep through and commute traffic on main arteries, some of the traffic may shift to other local streets.

FIGURE 4

TRAFFIC CONTROL DEVICES

Glorietta Boulevard Connection

This is an important southerly extension of a minor arterial. Street right-of-way has been acquired, and when the remaining right-of-way can be acquired, the project will enable motorists to avoid the tortuous, steep section of Acalanes Road south of Hidden Valley Road.

Gateway Boulevard

The single most important long term improvement that would have a tremendous effect on Lafayette will be the construction of a highway from Moraga to State Route 24 in Orinda, known as Gateway Boulevard. Traffic from Moraga to State Route 24 through Lafayette has been increasing as a result of continual growth in that community without adequate circulation provisions being made. The communities of Lafayette, Moraga and Orinda had once agreed that the new road should be provided and constructed as "parkway", rather than expressway or freeway, standards. The parkway concept envisions a relatively low speed, limited access, heavily landscaped highway, possibly with a prohibition against truck traffic, the construction of which requires minimal disturbance of the terrain.

A recent amendment to the Moraga Circulation Plan eliminated Gateway Boulevard by name, however, still states that new arterials in Orinda would be supported subject to traffic, costs and environmental concerns. Gateway Boulevard still appears on the Contra Costa County Major Roads Plan (adopted in July 1971) as a state highway route and the corridor will be discussed in the alternative analysis section of the County's current countywide transportation study.

A corridor between the Gateway Boulevard interchange at State Route 24 and Moraga Way should be preserved for future parkway use.

Traffic Control Devices

Lafayette will consider, if the need should become apparent, the installation of various traffic control devices on residential streets to preserve the residential character of the streets and to discourage short-cutting by through traffic (Figure 4).

Traffic Signal Policy

The following improvements should be implemented through a systematic traffic signal controller replacement program.

- Improve vehicle and pedestrian signal timing at all intersections as outlined in Technical Memorandum No.

2: "Traffic Signals" prepared by JHK & Associates - January 1982.

- Coordinate the traffic signals along Mt. Diablo Boulevard using hardwire interconnect, leased telephone lines, TV cable, or time base coordination.
- Revise pedestrian timing and equipment to provide standardized displays and to provide adequate time for pedestrians of all ages to cross the streets safely. Pedestrian timing at all other signal locations should be monitored to ensure that pedestrian timing matches existing pedestrian demand requirements.

Public Transport

In Lafayette, two modes of public transport are available to residents: the fixed rail system of BART and the buses of CCTA. While BART plays a role in movement of people to and from Lafayette, it is not a mode used for intra-city movement and is considered in this element only to the extent that access to and from the BART station should be planned for within the overall bus network for the City. The station or close proximity to the station, is now served by three bus routes. Every effort must be made to support bus service to and from BART to all parts of the City.

BART intends to increase its station parking capacity by redefinitions of parking lot layout. Plans for a parking structure are also being discussed, however, the City of Lafayette discourages increased parking because of the strain on the existing street system.

Although the City encourages its citizens to use BART, the access to the station by single occupant automobiles has obvious impacts on on-street parking near the station and streets leading to the station. Carpooling of BART commuters from outside the City must be encouraged to reduce problems of on-street parking and peak hour flows.

Increased parking opportunities for short term parking should be provided.

Discourage on-street parking by BART patrons.

The use of outlying lots for commuter parking should be investigated and encouraged where they are appropriate and convenient to bus service to and from the BART station.

Use of the public bus service by school children must be encouraged for safety reasons as well as relief of congestion

problems at school sites.

Intercity bus service is planned and must be supported especially in context to connections to the various business and medical centers of nearby communities. Jitney and shuttle services are encouraged.

Bus Benches and Shelters

As part of the plan to improve bus service, bus stops should be made as comfortable and convenient as possible. The City Council and CCTA should cooperatively seek methods to enhance the attractiveness of bus service through good design and location of bus stop facilities.

Parking

The provision of off-street parking meeting the requirements of the Municipal Code is the responsibility of a property developer. Where parking is permitted within the public right-of-way, it should be considered an incidental benefit, but not necessarily a permanent one. Therefore, the sufficient number of off-street parking spaces is required with all new development, and with any change of use or activity which increases demand for parking spaces.

The current parking situation in the commercial districts of the City is one of shortage and lack of ground level space to provide parking. There are many existing buildings which lack sufficient off-street parking and have very little opportunity to provide it because of the lack of vacant nearby space in the neighborhood.

Neighboring property owners are encouraged to make joint efforts to meet off-street parking requirements. Such joint efforts may result in greater efficiency of land utilization. In some cases, fewer total spaces may be required if it can be demonstrated that parking demand occurs at different times for different uses of the properties.

For considerations of safety and efficiency, access to off-street parking lots may be restricted. This is especially true where properties front arterial streets. Restrictions may take the form of limiting or prohibiting curb cuts, or limiting directional movements.

Neighboring property owners will be encouraged to provide joint access, especially along major streets. This may be via joint curb cuts or by easement agreements. Adjacent parking areas should be connected to discourage reparking and avoid using the street to travel among uses which cause unnecessary left turn movements. Such devices may be imposed as conditions for

approval of development or expansion of private parking facilities.

In some business areas which have been traditionally dependent on the availability of on-street parking spaces, the removal of on-street spaces can cause economic hardship. Where there is potential for such a negative impact, there is need for thorough consideration and discussion prior to any removal of restriction of on-street spaces. In general, spaces should not be removed unless appropriate substitute parking can be made available. However, there may be overriding public safety considerations which leave no alternative to removal or restriction.

As new buildings are constructed, parking is being provided. However, this renewal procedure takes time and will not completely solve the problem. To correct the existing problem, additional spaces must be installed.

The implementation of this solution will require such a large amount of work and money that it may go beyond the capabilities of either the City or the business community. However, a cooperative effort by both groups has achieved the necessary result in many California cities and should be successful in Lafayette.

Cooperation of other public agencies that have vacant property within or near the business core should be sought in order to use those properties for off-street parking.

Employers should encourage their employees to walk, to use mass transit or bicycle transportation and should provide parking and security facilities for bicycles.

Public parking lots or structures should be provided. However, because of the lack of space in the commercial districts it will be very difficult to accomplish except through purchase, or in cooperation with the construction of large commercial complexes.

One such opportunity would be in the "BART Block" between South Thompson Road and Happy Valley Road. The primary tool to provide such facilities is the assessment district whereby a portion of the necessary funds are collected from the landowners whose properties would be benefited by the proposed parking facilities. Interesting questions concerning economics, aesthetics, density, traffic, parking meters and the nature of the downtown area will have to be answered as a part of the parking solution.

Pedestrian Movement

The safe and efficient movement of pedestrians within both the commercial and residential areas of the City is essential. In

the commercial districts separation of the pedestrian and vehicular areas should be accomplished whenever possible. Pedestrian routes are needed for direct and convenient access to schools, shopping, social pursuits and mass transit facilities such as BART or CCCTA or off-street passenger car loading areas. Pedestrian areas and access should be clearly defined by design, signing and pavement markings. Commercial projects should be designed to encourage pedestrian movement (instead of reparking) from building to building or plazas to buildings. Pedestrian facilities should continue to serve the downtown in the commercial and business hub of the City. As areas on the downtown periphery develop, strong pedestrian links should also be provided.

In residential areas safe pedestrian walkways should be provided along road edges and should connect wherever possible with cross country trails or paths.

Entryways

The sense of entering is an important contributor to community identity. The motorist enters Lafayette through many types of entryways, including using a freeway ramp, driving along an arterial street and through hilly residential areas.

Each of the entryways has its own attractive visual characteristics. These characteristics affect how the City is perceived, looks and feels as it is entered by the motorist, pedestrian and bicyclist.

GOAL: To preserve the quality and character of a low density, semi-rural residential community, visual openness and vistas of ridges and the natural landscape of trees.

- POLICY
- a) Enhance these qualities by controlling building and siting design and require suitable tree and shrub planting where necessary.
 - b) Design structures to blend with and permit the natural environment to be maintained as the dominant visual element.

Hill Area Residential Streets

Most of Lafayette's terrain is made up of rolling to steep topography. These areas also are prone to poor soils and drainage conditions and are usually very visible to large segments of the community. Additionally, streets may need to be located near riparian and areas of dense tree growth. In some areas of the

City, these factors may be such that the adverse impacts of street construction may overwhelm the environment and should not be permitted. Great care must be taken in each case where road construction is necessary, that the dominant factor in decision making shall be the preservation of the natural terrain and that severe engineering solutions to the constraints of the existing physical circumstances are not recognized as an appropriate method of land utilization.

GOAL: Wherever the design of any new road or change in any existing road is being considered, great care must be taken to assure that the scenic character, soils and drainage conditions, rural residential qualities and the privacy of the areas which they pass will be maintained or enhanced.

- POLICY a) Roads shall be designed for safe travel; roadway design should not induce drivers to travel at excessive speed.
- b) Roads should be designed and constructed to minimize the cost of maintenance.
- c) In most cases roads shall not be accepted for dedication and shall remain as privately owned and maintained.
- d) Contouring and planting of cut and fill slopes should be an integral part of the road design, construction, and maintenance process; effective planting of these slopes with trees, shrubs, and ground cover is necessary for erosion control and to restore the scenic quality of the road corridor.
- e) In some instances a scenic or conservation easement over properties adjacent to the roadway may be needed to ensure preservation of a vista from the road.
- f) Long dead end roads should not be permitted unless other access by emergency vehicles is provided or the road is determined to be adequate by the Consolidated Fire District because other mitigating facilities are provided.

Scenic State Route 24

The state of California has an established Scenic Highway System that encompasses many routes and highways throughout the State. The establishment of this system recognizes the State's responsibility for protection and enhancement of California's natural scenic beauty by identifying those portions of the State Highway system which, together with the adjacent scenic corridors, require special scenic conservation treatment. State Route 24 has been designated a scenic highway.

The State established criteria for applying standards and undertaking development of official scenic highways, and these are:

- Consideration of a complete highway in the sense that the facility incorporates not only safety, utility and economy, but also beauty.
 - Consideration of the impact of the highway on the landscape and the facility's visual appearance.
 - Requirement that local governments take whatever action is necessary to protect the appearance of the scenic corridor, the band of land generally adjacent to the right-of-way including, but not limited to:
 - Regulation of land use and intensity of development
 - Detailed land and site planning
 - Control of outdoor advertising
 - Careful attention to and control of earth moving and landscaping
- The design of structures and equipment.

Local Scenic Routes

Lafayette's Scenic Routes Element provides definition and a program for the design of many local streets as Local Scenic Routes. The program for the designation of local streets should be implemented.

gp-b

GENERAL BIKEWAY PLAN

INTRODUCTION

This is an update and refinement of the existing Bikeways Plan of the City of Lafayette which has been in effect since 1973 with the approval of Resolution 1-73 by the Lafayette City Council. Since that time the City has implemented most of the originally designated routes and have worked closely with the East Bay Regional Park District and the Town of Moraga toward the completion of the regionally acclaimed Class I Bikeway known as the Lafayette Moraga Trail along the abandoned Sacramento Northern Railroad right-of-way. The bikeways plan described in the following text and map updates the bikeway descriptions based upon what has been completed as well as identifies several new links which provide linkage and continuity between bikeway system elements.

DEFINITION OF BIKEWAY TYPES

The Plan recognizes and accepts the Caltrans definitions of bikeways and standards for construction, wherever possible. The three types of bicycle facilities are:

1. Bike Paths (Class I Bikeways)

These are separate, off-street bike paths or trails and are not part of the normal street section. The minimum width is usually eight feet.

2. Bike Lanes (Class II Bikeways)

These on-street bikeways are part of the normal street section and provide marked bike lanes which delineate the separate rights-of-way assigned to bicyclists and motorists. The minimum width is four feet where parking is prohibited.

3. Bike Routes (Class III Bikeways)

These on-street bikeways are shared with the motorists, and no delineation is provided except for signs. Class III Bikeways are proposed to provide continuity to other bicycle facilities and to designate preferred routes through high demand corridors.

DESCRIPTION OF LAFAYETTE BIKEWAY SYSTEM

The general bikeway alignment and bikeway type for the updated Lafayette Bikeway Plan are shown in Figure I. The following paragraphs present a brief description of each route indicated on

the bikeway plan.

Bike Path (Class I Bikeways)

- Lafayette-Moraga Trail extending from the westerly end of Olympic Boulevard at Reliez Station Road along the Sacramento Northern Railroad right-of-way to the southerly City limits and beyond into Moraga.
- The pathway between the Lafayette-Moraga Trail at Foye Drive and Mt. Diablo Boulevard. This includes a bridge spanning the creek to the east of Third Street.
- The pathway paralleling the north side of Mt. Diablo Boulevard through the water treatment plant property which provides access between Pine Lane and Mt. Diablo Boulevard in the vicinity of the entrance to the Lafayette Reservoir.
- Pathway from the Civic Center to Reed Drive.
- Pathway of north/south alignment between the Civic Center and Olympic Boulevard at Pleasant Hill Road following old Caltrans highway corridor.

Bike Lane (Class II Bikeways)

- Deer Hill Road between Happy Valley Road and Pleasant Hill Road.
- Moraga Road between Mt. Diablo Boulevard and School Street.
- Mt. Diablo Boulevard between Acalanes Road and Dolores Drive.
- Mt. Diablo Boulevard between First Street and Pleasant Hill Road.
- Olympic Boulevard between Reliez Station Road and the easterly City limits.
- Pleasant Hill Road between Olympic Boulevard and Rancho View Road.
- First Street (northbound) between School Street and Golden Gateway.

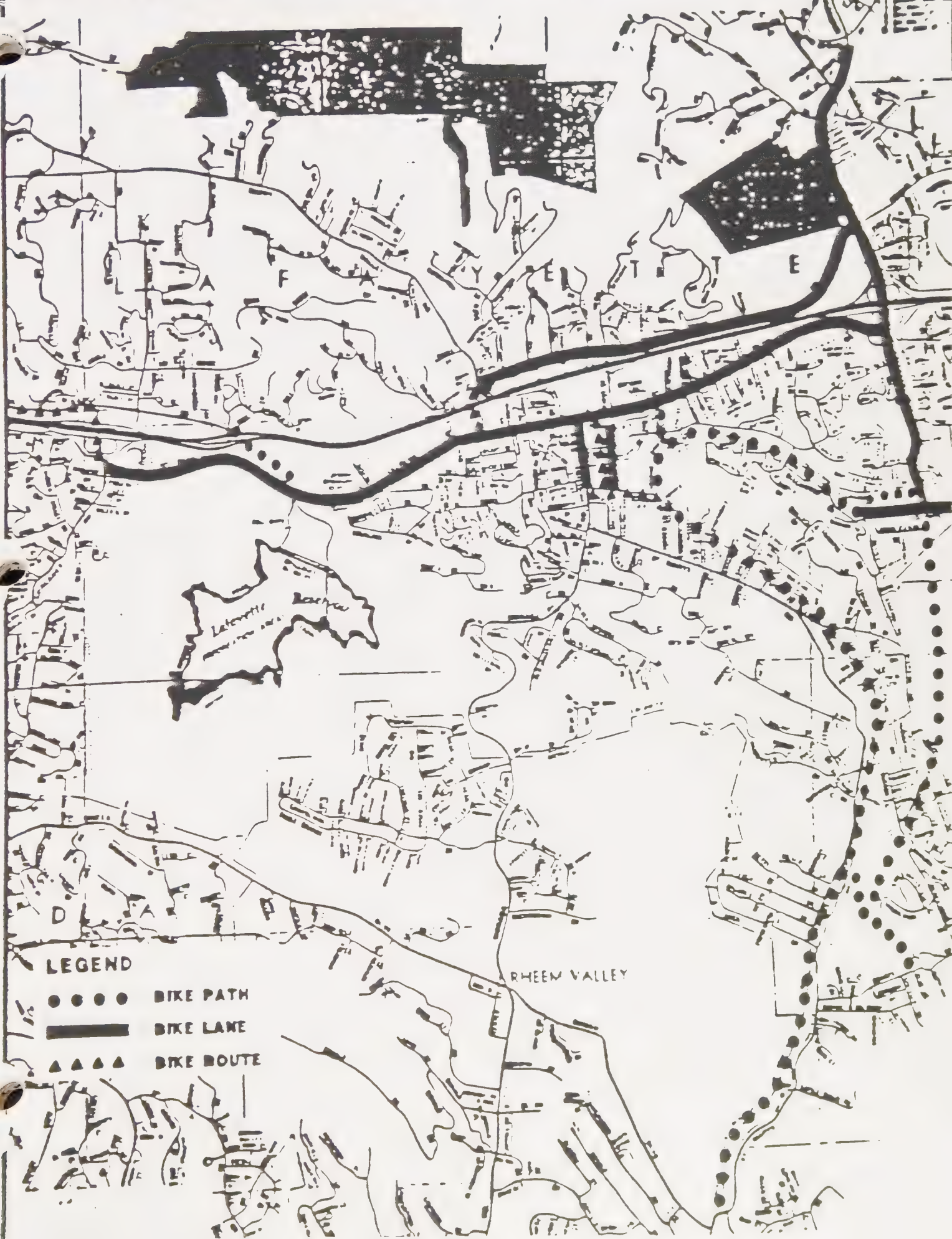
Bike Route (Class III Bikeways)

- Brown Avenue between Mt. Diablo Boulevard and Deer Hill

Road.

- First Street between Mt. Diablo Boulevard and Golden Gateway.
- First Street (southbound) between Golden Gateway and School Street.
- Happy Valley Road between Mt. Diablo Boulevard and Deer Hill Road.
- Mt. Diablo Boulevard between Dolores Drive and First Street.
- School Street between Moraga Road and Lafayette-Moraga Trail.
- Acalanes Road between Mt. Diablo Boulevard and El Nido Ranch Road.
- El Nido Ranch Road between Acalanes Road and westerly City limits.

LAFAYETTE GENERAL BIKEWAY PLAN



INSERT LAFAYETTE GENERAL BIKEWAY PLAN

BIKEWAYS PLANNING PROCESS

Bikeway planning requires cooperation among many persons and agencies to successfully implement the bikeways set forth in a bikeways plan. Information presented in the following paragraphs summarizes elements of bikeways planning process as practiced in Lafayette together with descriptions of various bikeway features.

A. Route Selection

The majority of the bicycle activity in Lafayette are "commute" trips made by elementary, junior high school and high school students. A smaller but regular group of adult bicyclists also commute with the bulk of these trips destined for the BART station. The primary purpose of the Lafayette bikeway system is to serve commute trips. Since hilly topography has limited the number of feasible routes, emphasis has been to provide bikeways along several of the major street corridors linking schools, the central Lafayette business area and the BART station. Consolidation of school attendance areas has created the need to complete new bikeway links thereby allowing bicycling to continue as an access mode for students travelling to their new school. While the Lafayette-Moraga Trail is an important regional recreational bikeway facility, it also provides a safe and well used off-street utilitarian bikeway connecting several previously isolated residential neighborhoods to schools and to central Lafayette business and shopping areas.

B. Land Use and Population

The areas adjacent to the Lafayette Bikeway System are shown on the Land Use Map of the Lafayette General Plan.

C. Transportation Interface

Bicycling is a satisfactory single mode of transportation for many students travelling to and from Lafayette schools. Bicycle trips to and from BART currently represent the major interface between bicycling and other transportation modes. While most of these bicyclists use BART, carpool connection opportunities also exist. The BART station is a major transfer terminal for the local bus service provided by Central Contra Costa Transit Authority (CCCTA). Therefore, it is possible for a person to ride a bicycle to a nearby bus stop or to the BART station and then take a bus to their final destination.

D. Resident and Community Involvement

The initial bikeway planning effort in Lafayette involved input from the Citizens Committee for Bikeways, the Trails Study Commission, the Recreation Commission and the Walkways

Commission. The bikeway system was also discussed at a City Council public hearing at the time when Resolution No. 1-73 was adopted. Since that time, bikeway issues have been largely the responsibility of the Lafayette Traffic Commission. Resident concerns are heard and the Commission makes recommendations regarding bikeway implementations and bicycle safety. Plan review of proposed developments includes consideration of potential bikeway facilities and, where appropriate, conditions of development have been specified by the Planning Commission. The performance of the Lafayette-Moraga Trail Advisory Committee in the creation of the Lafayette-Moraga Trail is a fine example of what can be done with a high level of resident and Community involvement.

E. Flexibility and Coordination

Lafayette has been a leader in identifying bikeway needs and coordinating bikeway implementation with other jurisdictions such as occurred with the Town of Moraga and East Bay Regional Park District during development of the Lafayette-Moraga Trail. Care has been taken to assure that the Lafayette Bikeway System is compatible with the bikeways connecting to other jurisdictions. Lafayette officials and interested individuals have been actively engaged in coordinating bikeway planning with the surrounding cities of Walnut Creek, Moraga, Orinda and Pleasant Hill as well as with Contra Costa County. Major capital improvement projects such as along Mt. Diablo Boulevard have always considered bikeway facilities in their planning. The City has been constantly aware of the need to serve bicycle travel needs and has been responsive to suggestions from residents and other jurisdictions. The bikeway plan update as contained in this document is an example of the City's continuing commitment to bicycling as an important element in the transportation planning process.

F. Local Government

The City of Lafayette is the lead agency in the Lafayette Bikeway Plan update. The plan itself is part of the City's Circulation Element of the Lafayette General Plan. The Lafayette Traffic Commission, Parks and Recreation Commission and the Planning Commission together with the City Council are the branches of local government most involved in bikeway planning and implementation. The City public works department and the traffic engineer provide technical expertise, as needed, to evaluate and implement bikeway recommendations. Enforcement of the rules of the road with respect to bicycles is carried out by the Lafayette Police Department. The police also participate in bicycle safety programs presented in the schools.

G. Provisions for Rest Facilities

Rest facilities include such features as restrooms, drinking water, public telephone, air for bicycle tires and bicycle parking. Some of these items are available from existing buildings providing service to the general public while others have been specifically installed for trail users.

- Restroom facilities - are available at service stations along Mt. Diablo Boulevard, Moraga Road and Pleasant Hill Road. Public buildings such as City Hall, the Library, the BART Station, the Community Center and the Lafayette Reservoir have accessible rest rooms. Schools have restrooms serving students and faculty.
- Drinking Water - is available at several stores in Central Lafayette including major grocery stores. Service stations have drinking fountains as does City Hall, the Library, the BART Station, Lafayette Reservoir, the schools and the Community Center. Special drinking fountains have been installed along the Lafayette-Moraga Trail at the Burton Valley Fire Station and adjacent Foye Drive.
- Public Pay Telephones - are typically available at service stations and at some Central Lafayette businesses. The BART Station has public telephones. Since most of the bikeway system is adjacent to either residential or commercial development, use of private telephones could be considered as a back-up if public telephones were not readily available in case of an emergency.
- Air for Bicycle Tires - is typically available at service stations located along Mt. Diablo Boulevard, Moraga Road and Pleasant Hill Road.
- Bicycle Parking - provided at all schools, the BART Station, the Library, the Lafayette Community Center and selected businesses in Central Lafayette. The BART Station offers bike lockers as well as bike rack facilities. Bike parking is available at East Bay Regional Park District trail staging areas along Pleasant Hill Road and Olympic Boulevard. In the downtown area many bicyclists choose to lock bicycles to a nearby pole or tree while visiting a store. Provisions of bicycle parking is a consideration of the plan review process for larger developments.
- Rest Areas - available along the bikeway system include benches and sitting areas such as at the BART Station, along the Lafayette-Moraga Trail, at the Lafayette Reservoir or in shaded school grounds. Many bicyclists

consider a stop at a Central Lafayette restaurant or grocery as fulfilling the need for a rest area.

FUNDING

A combination of funding sources is available to finance construction or maintenance of elements of the Lafayette Bikeways Plan. These include:

1. State Transportation Development Act (gas tax funds)
2. State Bicycle Lane Account (Bikeways Act Funds)
3. Lafayette Capital Improvement Program (projects may include bikeways)
4. City operation and maintenance (general maintenance)
5. Development frontage improvements and contributions
6. Other funding as available

The updated bikeways plan will enhance the City's ability to properly plan for completion and prioritization of yet to be developed bikeway links.

Selected Major Sources:

- Downtown Circulation Report -
JHK & Associates - January, 1983
- Downtown Circulation Study - JHK & Associates
Technical Memorandum #1
Existing Conditions, January 1982

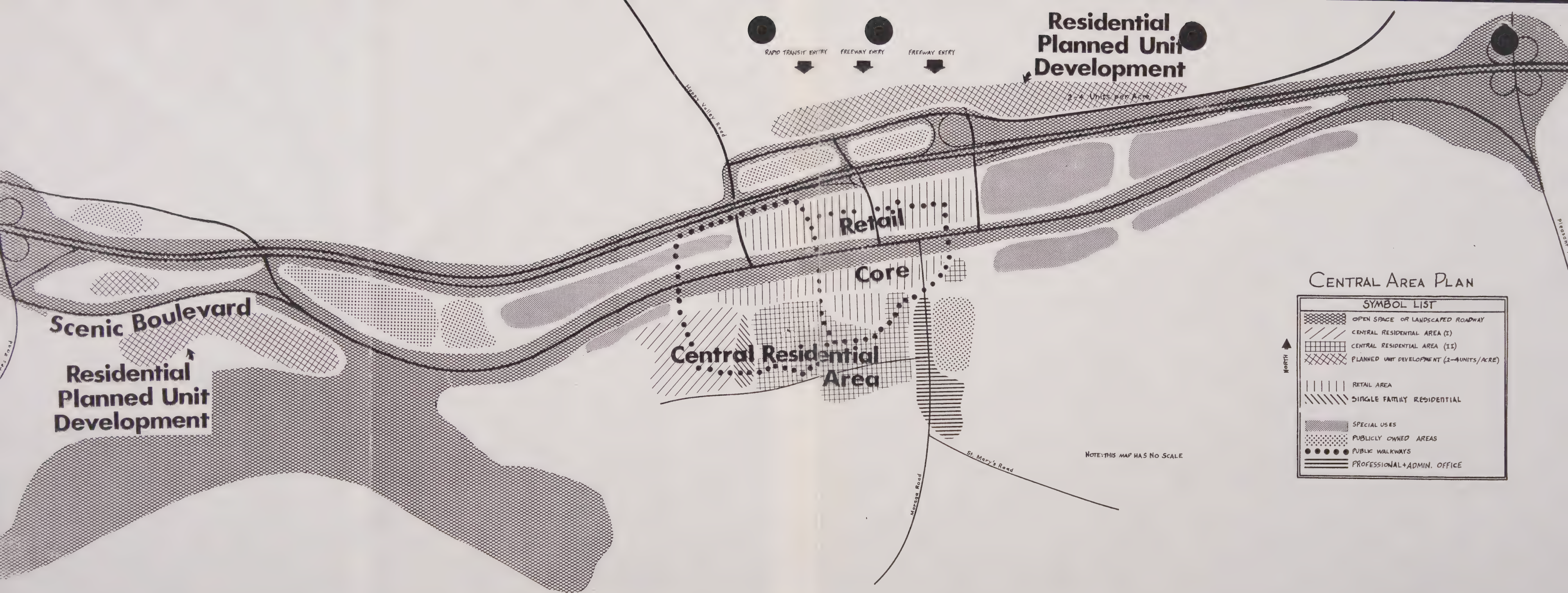
Technical Memorandum #2
Traffic Signals, January 1982

Technical Memorandum #3
Street Capacity, February, 1982

Technical Memorandum #4
Commuter Traffic, February 1982
- Policy Issues Memorandum -
JHK & Associates, April, 1982

City Council Meeting Minutes of July 19, 1982
- Lafayette General Plan

10-1-83



CENTRAL AREA PLAN

SYMBOL LIST

	OPEN SPACE OR LANDSCAPED ROADWAY
	CENTRAL RESIDENTIAL AREA (I)
	CENTRAL RESIDENTIAL AREA (II)
	PLANNED UNIT DEVELOPMENT (2-4 UNITS/ACRE)
	RETAIL AREA
	SINGLE FAMILY RESIDENTIAL
	SPECIAL USES
	PUBLICLY OWNED AREAS
	PUBLIC WALKWAYS
	PROFESSIONAL + ADMIN. OFFICE

NORTH

VII. CENTRAL APEA

(Insert Central Area Map Here)

VII. CENTRAL AREA

OPPORTUNITIES FOR LAFAYETTE

The City of Lafayette has many opportunities in its central area. Most of the opportunities flow from the nearly ideal location of the BART station and from the new central freeway off-ramps. The Lafayette business area has historically developed as a long, strip commercial development without any one area having created a clear dominance. The City now has the opportunity to create in the BART Block a new civic and business focus. It has the opportunity to continue the process of restructuring and upgrading Mt. Diablo Boulevard. It has the opportunity to bring the pedestrian to the Central Area and to provide for his needs. Lafayette has the opportunity to capture and harness the economic impact of BART to rebuild the Central Area.

Lafayette will have to move quickly if it is to capture the advantages portrayed by the plan. Opportunity will slip away as costs rise and as unplanned development takes place in response to BART's economic impact.

One of the greatest of Lafayette's opportunities is the block bounded by the freeway, Mt. Diablo Boulevard, Oak Hill Road, and Happy Valley Road. The development concept for this block envisions its becoming the focal point for the business community. It calls for a distinguished area of quality shops and offices built around an aesthetically pleasing plaza scaled to Lafayette's intimate character. This plaza, as a new pedestrian gateway to the City, set above the automobile traffic on the street and looking out to the encircling hills, is seen as a vital, engaging space, a natural focal point, and center for the business community.

Cities are seldom given the opportunities Lafayette now has. Often, public improvements act to remove rather than foster opportunity. In the case of Lafayette, it has been given a BART stop at the core of its downtown, unlike most of the other cities along the BART line. This represents a stroke of good planning and a skillful solution to the difficult transportation problems posed in choosing the location for the BART station.

The plan portrays an upgraded Central Area and contains proposals for accomplishing this objective. The plan portrays a Central Area which would complement the City's magnificent setting and the high quality of the surrounding residential area.

THE CENTRAL AREA PLAN

In essence, the plan for the Central Area of Lafayette is to

concentrate the commercial activity of the City in a single compact area at the middle and to find alternate, substitute uses for the presently commercially zoned areas of Mt. Diablo Boulevard outside the new Retail Core. Supplementing this, the plan proposes a major reconstruction and beautification of Mt. Diablo Boulevard, fulfilling its potential as a "great street."

Being a General Plan, this Plan does not provide precise or complete lists of uses for the Central Area. Its map shows approximate, not precise, boundaries for the various zoning districts. It includes no Circulation Plan and the streets shown on the map are for general identification purposes only.

PLAN ELEMENTS

The Central Area Plan has four major elements:

- Central Commercial Area
 - Retail Core
 - BART Block
 - Special Use Area
- Mt. Diablo Boulevard
- Central Residential Areas
- Peripheral Areas

CENTRAL COMMERCIAL AREA

The Retail Core

The Retail Core should become that area where pedestrian oriented retail uses are encouraged. The plan identifies the Retail Core as that area on both sides of Mt. Diablo Boulevard running generally from Happy Valley Road to First Street. What is needed is to help concentrate retail uses in this area and to limit the indiscriminate and scattered extension of retail uses elsewhere. The image of the area will change. The entire Retail Core will be thought of as "downtown." Shoppers will perceive with greater clarity the articulation of retail and non-retail areas. Competition will heighten, resulting in better shopping.

It is possible to indicate in general the kind of improvements which should take place. Each section of retail shops could develop its own distinct image, adding color and vitality to the Retail Core. For instance, south of Plaza Park, there is an opportunity for an "old town," for the creation of an area with a theme based on the past.

An increased number of parking spaces will be required. Larger, better sited buildings should be encouraged. More attention should be given to the pedestrian. Better auto access is needed.

In keeping with the intent of emphasizing the orientation of the Retail Core to the pedestrian, automobile service stations should eventually be eliminated from the Retail Core Area, except in those cases where they are developed in connection with a large parking lot, a parking garage, or an integrated shopping center where the service station is so located as to be used primarily by pedestrian shoppers.

Office uses in the Retail Core should be limited to those types of offices which are pedestrian oriented and compatible with retail stores.

These are some of the considerations which should be included in all future development of the Retail Core. This is the area in which the positive effect of BART and the freeway will be felt.

The BART Block

Lafayette has received a double impact from the BART station and the Central Freeway Interchange. Motorists moving to and from the BART parking lot north of the freeway, and to the "kiss-and-ride" facility on the south, are bringing heavier traffic into the Downtown Area. The freeway off-ramps are also bringing more motorists to the City's mid-point.

The place most affected by this impact is the block bounded by Mt. Diablo Boulevard, Happy Valley Road, the freeway, and Oak Hill Road. This is the BART Block, with an entrance to the Rapid Transit Station at its west end and a freeway off-ramp at its east end. The plan proposes to take advantage of these two major transportation facilities to create the principal focal point of the Central Area. It is proposed that people leaving the BART station on the south will enter directly onto a pedestrian plaza which will denote a strong sense of arrival in Lafayette. The plaza, surrounded by specialty shops, cafes and offices, will lead to Mt. Diablo Boulevard where, in turn, it will be picked up on the other side of the Boulevard by a smaller related plaza. Mt. Diablo Boulevard should be treated so as to appear to be passing through the plaza. The plaza will mark a major event for those who travel along Mt. Diablo Boulevard. It will mark the center of Lafayette.

People arriving at the BART Block directly from the freeway off-ramp would flow into parking areas under the pedestrian plaza. This combination of access by BART and the freeway make this site almost unique in the entire BART system. Ultimately, the entire BART Block should be thought of as a concentrated area including offices, specialty retail facilities, and parking.

Specialty retail facilities should be integrated with the existing retail establishments. There is a need to add considerable parking.

The development of the BART Block should be echoed on the south side of Mt. Diablo Boulevard by the rest of the plaza. The south plaza will be the starting place for a pedestrian walkway which will wind its way through the block bounded by Dewing Avenue, Brook Street, Hough Avenue and Mt. Diablo Boulevard.

Not only will this pedestrian spine open up the block to office and multi-family residential uses, but it will extend the feeling of the plaza and the BART Block out into the community. Other pedestrian paths should be related to this one.

With careful urban design, the intensity of development in the BART Block need not become overpowering to those who wish to continue the image of Lafayette as that of a small scale community. A city of about 20,000 with the prospect of limited future growth should be straightforward in seeking a central area core consistent with its numbers.

Special Use Area

The proposal to define a pedestrian oriented Retail Core for comparative retail shopping takes advantage of the experience found by major shopping center development which indicates that shoppers have maximum acceptable walking distances. The choice of which area of Lafayette to designate as the Retail Core was based on the location of the BART station and the major public investments which have been made in the freeway reconstruction between First Street and Happy Valley Road.

For the other areas of Mt. Diablo Boulevard beyond the pedestrian oriented center of the City, new uses should be sought. These need not be dependent on highway traffic, but are still suitable for arrival by automobile. Generally, in this situation each use is independent of its neighbors. The uses which should be encouraged should also help create the kind of attractive, new image desired by Lafayette. They should be uses which will benefit by the handsome new street proposed for Mt. Diablo Boulevard. The list of permitted uses should be carefully developed. Principally, these uses should be offices, multi family residences, motels, and a limited number of appropriate supporting commercial uses such as restaurants. Unsightly areas within this "special use area" should be located so as not to detract from the sense of the "grand boulevard."

MT. DIABLO BOULEVARD: A GREAT STREET

Along with the recommended concentration of commercial development in the Retail Core, the second major proposal of the plan is to develop Mt. Diablo as a grand boulevard--a truly "great street." It is clearly the most important street in town. It has many distinctive features upon which to build. It has variety and richness. It has a right-of-way of grand scale, and it goes through the very heart of the City. Along the way, it focuses on many features of the City and surrounding area, including Mt. Diablo itself.

The function of Mt. Diablo Boulevard will change as traffic patterns change. As a result, an opportunity is provided to change the very nature of this important street. To make it a "great street," we have to think of it as a place. We have to think of it as something special, as a street that does more than carry routine traffic. The street should be thought of as a major event in Lafayette, something which people would identify as being peculiar to and associated with Lafayette. It should be an event-filled street which adds to the distinction of the City.

One of the interesting aspects of Mt. Diablo Boulevard is the amount of street space which it contains. By this, we refer both

to its right-of-way and to the various easements adjacent to this right-of-way. On the west, the wide street right-of-way which includes the creek near Sunset Village, plus the adjoining EBMUD Lafayette Aquaduct on the north side of the street, provide an improvable section nearly four times as wide as the typical 100-foot right-of-way. To the east, the right-of-way also widens significantly. The street space should become an important consideration when detailed improvement plans are made for Mt. Diablo Boulevard. Provision should be made for safe and scenic walkways and bicycle paths, where appropriate. Part of the richness of Mt. Diablo Boulevard is to be found in the changing width of its street space.

There are four principal divisions of Mt. Diablo Boulevard. On the west, starting at the Acalanes interchange is a long rural section passing through a presently undeveloped area and open EBMUD lands. Next comes a developed section generally of office uses and indicated as "Special Uses" on the plan. At Happy Valley Road, Mt. Diablo Boulevard meets the Retail Core which extends to First Street. From First Street to the Pleasant Hill interchange is another area designated for "Special Uses."

The plan proposes that the western section of Mt. Diablo Boulevard be treated as a scenic boulevard retaining much of its rural character where it passes public lands, and maintaining its sense of openness through the means of a broad setback in those areas where private development will take place.

Development should be concentrated in the vicinity of Paulson Road to allow the remainder of the property to remain as permanent, natural open space. Development should give the appearance of substantial setbacks and separation between the motorist and the development. A natural park-like setting at this location is critical to the maintenance of an appropriate and attractive entrance to the City. The area should be developed in residential uses. Other uses, not including retail commercial, may be considered between Mt. Diablo Boulevard and the freeway.

At one point near the eastern end of this undeveloped section a creek runs alongside Mt. Diablo Boulevard. The plan proposes that the creek be recaptured as a landscape feature of the street. On the north side of the boulevard is a wide EBMUD easement which should likewise be landscaped as a part of the street. The street could then have the character of a drive through a 400-foot wide park. Perhaps this park treatment could be set off by some feature such as a masonry wall which could be identified as a portal to the developed area beyond.

In contrast to the open, rural nature of the presently undeveloped section, the rest of the street should be urban in

nature with intensive landscaping and a high level of maintenance. The landscaping should emphasize the continuity of the street and express its unusually broad dimension. Nothing would do more to make Lafayette a unique city, a city of the type Lafayette aspires to be, than to eliminate the two rows of parking which line every other American business street. On-street parking should be supplanted with trees and grass in the peripheral areas, and with people-spaces (benches, plantings, and fountains) in the Retail Core. Street parking is insufficient in several ways. It requires a large amount of space per car and impedes the use of the street for its traffic function. It is especially unsightly and ragged where vehicles are parked on the shoulders at random. The plan proposes to substitute off-street parking financed by a series of special improvement districts. Off-street parking should be screened with low planting so as to make the lots attractive and yet allow the parking to be visible.

In the Retail Core, the landscaping should be the most urban and highly cultivated in character. Here, the pedestrian should be permitted to dominate. People themselves are one of the main attractions of a shopping area. Street furniture should be located along Mt. Diablo Boulevard and designed and located in such a way as to encourage people to linger at the center of town. Even when not in actual use, the presence of a bench is symbolic of friendliness and relaxation, and suggests a city oriented to people instead of cars. Whereas a street in the peripheral areas is viewed from a moving automobile, at the Retail Core, it is seen from a series of fixed points of view of the pedestrian moving slowly. The landscaping, therefore, should be of a more intimate scale.

An effort should be made to coordinate the street lighting of the entire boulevard in a manner which reinforces the theme of the Central Area Plan. The type of lighting that is used can help indicate an area intended for pedestrians or an area intended primarily for automobiles. New types of lighting have been developed which are soft and inviting. In all future work in the Central Area, it will be desirable to put all utilities underground.

Mt. Diablo Boulevard should, at the same time, be given a sense of continuity and diversity reflecting the various aspects of the different parts of the street. It should be an eventful street with a collection of special features along the way which are integrated into the street itself, like the "Old Town Plaza." The plan proposes a series of special features such as the plaza and south of the BART Block.

CENTRAL RESIDENTIAL AREAS

Lafayette has a substantial area near the center of the City

which has been zoned for many years for multi-family residential development. Although the community has generally indicated a desire not to extend multi-family development to other parts of the City, such development in the central area is appropriate and can play an important part in the development of the community. The central residential area is ideally located to provide an important supporting market for the central commercial area. The area is well located in relation to BART so that people can walk or bicycle to the BART station without the use of an automobile and its attendant parking and traffic complications.

The situation in the central area of Lafayette is very favorable to the development of high quality, multi-family residential buildings. The question for the City becomes one of how best to insure good development. The plan has two principal proposals. One is the development of a network of pedestrian spines. These run from the BART station through the new plaza, out into the residential area, on the one hand; and from the residential areas to the commercial areas, on the other. In order to make walking appealing and to make these pedestrian routes attractive features of Lafayette, all residential development should be designed to relate to these pedestrian routes, much as in the past, they have related to the streets. The City should require appropriately scaled new "front yard" setbacks from these pedestrian spines.

The objectives for multi-family areas in or close to the central area should be as follows:

- Appropriate recognition of the close relationship to the BART station should be a consideration, particularly for pedestrian accessibility.
- Apartment development should be encouraged to consolidate on larger parcels.
- The type of residential development which will create the greatest amount of open space should be encouraged. In this regard, parking should be encouraged under buildings, in contrast to open ground coverage. Ground parking is not open space.
- The overall quality of development should be the major concern.
- Open space should be treated as a continuous link between the various apartment development.

Although there is a strong market for large apartments which command very high rental prices, the limited available land which is designated for high density, residential use must not be preempted with luxury accommodations. On the contrary, the City

will encourage by all reasonable means the construction of multi-family dwelling units which can be occupied by the elderly, young couples, and other persons of modest means.

Some neighborhoods within the Central Area contain small homes on small lots. It is appropriate that these areas be retained for owner occupied single family homes or duplexes. The plan provides for a continuation of these uses. The City will take appropriate steps to encourage a high level of maintenance in order to lessen the temptation and desire to change the land use in these close-in locations.

OFFICE USES

The land use map shows a few sections of the Central Area (i.e., along portions of Moraga Road and Dewing Avenue) for administrative and professional office use. It is intended that multi-family residential and combined office-residential structures also be permitted in these sections.

PERIPHERAL AREAS

The Deer Hill Road area north of the State Route was included in this element of the Plan in order to emphasize its relationship to the Central Area. The State Route is a logical dividing line between the Central Area and the residential areas to the north. Its integrity as a divider should be protected. The very problems of sprawl and lack of centralization which are being solved by the Central Area Plan will reoccur to the north if commercial uses are allowed to develop north of the State Route. It is, therefore, recommended that commercial uses not be allowed in the Deer Hill Road area.

The goal for Deer Hill Road should be to keep the influence of the State Route and BART from spreading into residential areas. Most of the land between the State Route right-of-way and the right-of-way of Deer Hill Road is developed as, or served for, the BART station parking lot. The other parcels between these rights-of-way should be open space. This open space will help provide a partial boulevard treatment for Deer Hill Road in keeping with the residential area to the north which it serves. When constructed, Deer Hill Road opened up a residential area to certain public uses brought in by BART. Simply because a required public works project such as BART is built does not mean that the resulting frontage road should be exploited. The few undeveloped parcels south of Deer Hill Road should be zoned as open space, since commercial development should not be permitted, and they are not suitable for residential use.

The area on the north side of Deer Hill Road is a problem area. The Plan recommends that where access is not required on Deer

Hill Road, such property remain single family residential. The other properties on the north side of Deer Hill Road should be considered for some form of residential planned unit development with a density of two to four units per acre. Here, the answer is to be found by a study on a property to property basis with varied solutions needed to solve the particular problems of each property.

It is important that Deer Hill Road be thought of as a boulevard providing a buffer between the State Route and the residential areas to the north. Therefore, substantial setbacks should be required to keep the residential development back from Deer Hill Road to provide a suitable area for landscaping. This northern setback complements the open character proposed on the south side of Deer Hill Road.

The recommendation that properties with their only access from Deer Hill Road be considered for planned unit development should not be interpreted as the first step of further intensification of land use. The intent is to keep the State Route influence from spreading into the residential areas, while recognizing the influence of both BART and the State Route. This has to be the basic goal.

cc "

VIII. INTERCHANGE AREAS

(Insert Pleasant Hill Road Interchange Map Here.)

(Insert Acalance Interchange Map Here.)

planned
unit development

professional &
administrative
offices

SPECIAL USES

LA FAYETTE
CEMETERY

TR 2066 VACATED
MULTI FAMILY

S.P.

church

SINGLE FAMILY

MULTI
FAMILY

pleasant hill road
interchange

SINGLE FAMILY

RESERVOIR

church

SCHOOL
SCHOOL



acalanes interchange

VIII. INTERCHANGE AREAS

Lafayette aspires to remain an attractive residential community, semi-rural in character. The image of a community in the eyes of the general public is based to a large extent on what is seen from the road as people pass through the City. This should be coupled with consideration of what the general impression of freeway interchanges is in most communities. Because of their exposure to high volumes of traffic and because of convenience of access, the areas around most interchanges are usually exploited for commercial purposes. Lafayette desires to avoid that norm. There are three interchanges in Lafayette; one in the central area serves the City's main business district. The other two interchanges are presently undeveloped and add an important element to the image of Lafayette. The recommendations for the Acalanes Road and Pleasant Hill Road interchanges are based upon the conception for Lafayette of one major interchange in the middle of town, commercial in nature, with the other two interchanges reflecting the residential quality of the community and providing attractive visual gateways.

ACALANES ROAD INTERCHANGE

The Acalanes interchange is an attractive entranceway to the City. It lies at the middle of a residential valley surrounded by hills forming an encircling bowl. This is an attractive aspect of the City which should be preserved and enlarged upon.

The southeast section of this interchange is covered in the Central Area Element.

The plan calls for a carefully designed open space and setback pattern for the development along Mt. Diablo Boulevard expanding into a City landscaped area along the creek in the vicinity of the reservoir.

At the southwest quadrant of the interchange, there is a small piece of undeveloped property just south of the freeway off-ramp. This property has difficult access and is bounded on the south by a developed single family residential area.

The City will investigate acquiring this, and other strategically located parcels, for the purpose of providing more generous landscaping along the important entranceways. The present landscaping at the south side of the off-ramp, as pleasant as it is, lines the very edge of the roadway in typical freeway fashion. If this parcel were preserved as open space, and the vertical screen moved to its southern edge instead of being a typical freeway off-ramp, the entrance road would have the quality of a road traversing a park.

On the north side of the freeway, within the rather arbitrary boundaries of this interchange area, all of the land between the freeway and El Nido Ranch Road is vacant. El Nido Ranch Road relates back to Mt. Diablo Boulevard and the park proposed along the creek. This plan provides that, as a part of the landscape entrance aspect of this interchange, the property between the freeway and El Nido Ranch Road be designated open space, or devoted to public or semi-public uses. The remnant parcels owned by the State should be purchased for open space. North of El Nido Ranch Road, the development can appropriately continue in single family residential use.

As a part of the City wide open space studies, certain other key parcels in the vicinity of the interchange, but outside the immediate study area, will be identified for their important visual significance.

There are no circulation recommendations for the area since existing circulation is adequate for present and future use.

PLEASANT HILL ROAD INTERCHANGE

The Pleasant Hill Road interchange area is a more difficult question because of prior zoning patterns. It is also a more important and vulnerable interchange because of greater traffic volume.

The northeast quadrant of the interchange which is presently outside the City limits, is developed with single family uses and several institutional sites. Few parcels remain vacant. It is recommended that this area be reserved entirely for single family residential and institutional uses, except for a parcel already zoned multi-family. Possible vulnerable sites are the few vacant properties. These should be maintained as residential. For this projected use, the existing circulation pattern will be adequate.

In the southeast quadrant, there are miscellaneous office type uses along the north side of Old Tunnel Road (the main entrance to the neighborhood). Otherwise, the uses are entirely single family residential in nature. This nonresidential area should be zoned for professional and administrative uses. Retail commercial uses should be kept from intruding into the neighborhood. There is also a vacant parcel north of the Leland Reservoir which contains severe topographic conditions that virtually preclude other than open space or residential uses. This site should either be acquired or rezoned for single family or duplex residential use.

The southwest quadrant has several problem areas. It is a prominent part of the eastern approach to the City and has an

existing high density residential zoning which has largely been committed. This area will be permitted to develop in its present multi-family zoning. The single family zoning of the area just south of the off-ramp and just west of Pleasant Hill Road will be maintained. There is an area just south of Mt. Diablo Boulevard which, unfortunately, retains some remnant commercial zoning on parcels which effectively are in the middle of what should have been the interchange area. Development of this property should be as a single parcel, with a single well designed structure which will be the least demanding of public attention by way of signs and character of building. Office use, a restaurant or another high quality, nonobtrusive special business use would be acceptable.

The northwest section of the interchange contains the single most important and critical parcel in terms of impact, visual character, and image for the City. It is the large property lying between Deer Hill Road and State Route 24. The land has remained vacant a long time due primarily to topographic conditions and the cost of development. With the advent of the rapid transit line in the median strip of State Route 24, Deer Hill Road has been constructed from Happy Valley Road to Pleasant Hill Road. Through this interchange, the road lies in a deep cut. The land on the north side of the street should be designated for open space and residential uses. A small triangle currently zoned for administrative offices should be designated as open space with consideration being given to it in evaluating the density of development on the south side of Deer Hill Road. Recently, this south side property has been extensively graded to create a more buildable site.

The significance to the City of this particular site is that it forms the terminus of Lafayette Ridge, the City's most prominent ridge line, extending back to Briones Park. This should be considered in conjunction with the fact that, when approaching the City from the east, traffic on the freeway is pointed directly toward this prominence, giving people their first impression of Lafayette from the east. Administrative offices would be the use which would most likely permit low profile, highly landscaped development and which would be the most visually acceptable from the freeway. Careful site planning with substantial landscaping and height control will be important in City review. This use would also be able to capitalize on the recognizable dramatic views from the property looking eastward to Mt. Diablo. The Plan provides, therefore, that the present zoning of this property be maintained; that is, administrative office uses with careful site planning review. The portion of this parcel at the corner of Pleasant Hill Road and Deer Hill Road should be changed from neighborhood business to administrative office so that the entire property will be devoted to the same use.

There are no modifications to the circulation facilities needed in this quadrant.

gp-8

I>. PUBLIC BUILDINGS & FACILITIES

IX. PUBLIC BUILDINGS AND FACILITIES

City Facilities

Historically, in the cities of Europe, the town hall was given the city's most prominent location on the main town square, and the city's business area grew up around it. Today, new town developments in Europe and in this country place great emphasis on civic functions as the focus of the total community. Many cities have torn the heart out of their central areas by removing the civic center to outlying, less expensive, and readily available land, and have lost the focus of the city's most important gathering place.

As a symbol of local government, the City's headquarters should, unless there are very persuasive reasons to select another location, be developed within the downtown in close association with the specialty shopping, retail, and special use areas. The City facilities should be developed as an integral element working with and contributing most to the town center concept, combining commercial, cultural, residential and civic functions.

Key components of such a center would be the City Council chambers, administrative offices, and post office. Area requirements will vary according to the character of development and range of services provided, such as administrative offices, meeting rooms, social services, police facilities, post office, and library.

Fire Facilities

Lafayette is served by the Consolidated Fire District, with headquarters located in Pleasant Hill, on Geary Road. In Lafayette, there are fire stations on Mt. Diablo Boulevard, St. Mary's Road, and Los Arabis Drive. These stations are adequate to handle existing and proposed growth.

Post Office

The existing Post Office in Lafayette serves the entire present City, in addition to the areas of Reliez Valley and Brookwood. However, this facility is to be moved. The public functions of the U. S. Postal Service should be retained in a central location, while the service aspects of the Post Office could be located elsewhere. If a main postal distribution center is not constructed in the central area of the City, at least a substation with parcel post service should be placed therein. The substation should have adequate facilities for handling the postal needs of local publishing firms.

Other Facilities

Lafayette is served by the East Bay Municipal Utility District, providing water; Central Sanitary District, providing waste water disposal; and private enterprise, providing refuse disposal. Their facilities are expected to adequately serve the area.

Schools

Schools, outside circulation rights-of-way, are the principal essential public facilities in the community and constitute a significant demand for land. School locations are closely related to residential development; and there are seven elementary schools within the present Lafayette Elementary School District.

Census information, school district attendance figures, and building permit records indicate that school population is declining due to decreasing family size. The school population has declined from 4,700 in 1968 to 3,700 in 1973. Most new construction either will be in the hillside areas which are expensive to develop, or will consist of apartments in the central area. In either case, family size will be small.

It is expected that family size will continue to decline for the next few years, stabilize, and perhaps increase slightly. This, coupled with the anticipated smaller family size for future development, would indicate an ultimate school population of 4,300 to 4,700.

The existing school facilities are adequate to serve such a population. Additionally, the locations and sizes of existing facilities appear to be adequate to accommodate the relatively minor shifts in school population which are anticipated.

The City and the school district should continue to monitor school enrollment on a yearly basis in a continuing evaluation of the adequacy of existing facilities.

Y. NOISE

X. NOISE

A recent addition to the State's required elements of a General Plan is a noise element in quantitative, numerical terms for highways and freeways, ground rapid transit systems, and ground facilities associated with all airports operating under a permit from the State Department of Aeronautics.

The agencies responsible for construction and maintenance of such facilities are to provide the local agency with statements of the present and projected noise levels of the facility, as well as information used in the development of such data. The Division of Highways and the Bay Area Rapid Transit District are in the process of providing this data.

Lafayette is concerned with noise, and its impact and effect within the City, and the Plan recommends that a detailed and expanded Noise Study be undertaken to utilize the data forthcoming from other public agencies to formulate assessments of noise and its impact, and to recommend appropriate regulations for control. The study should include land uses which may be a source of noise.

The City's noise program will be oriented toward the following goals:

- Eliminate or substantially reduce existing objectionable noise sources in the community.
- Prevent new noise sources from intruding into the community.
- Require new development to design for low noise levels for future residents.

XI. SAFETY

GENERAL SAFETY

The General Plan states where residential development should occur, and where open space and conservation areas should be located. Development will continue up the lower reaches of the foothills to an elevation where preservation of the upper reaches of the hills and ridges takes place. Safety, in terms of fire protection and slope stability, should be of primary concern to the City in reviewing and approving development of the slopes.

Several primary elements should be included in an appropriate fire protection and slope stability plan for Lafayette and environs:

Topography

The slopes have been studied for stability and steepness. A major provision of this plan is that development in the steep hillside areas be restricted to a reasonable density. The City will adopt grading requirements to control the extent and quantity of earth moving in new development.

Traffic Flow

The major circulation system of Lafayette and environs is considered adequate for fire control access and public evacuation.

As new residential development occurs on the lower reaches of the hills, the City will require adequate local circulation and access within each development. Several examples would be: the requirement of two ingress/egress routes, where appropriate; the use of cul-de-sacs of a specified, maximum length; a minimum centerline radius of curvature of 50 feet; street grades of no more than 18 percent; and flammable vegetation clearance on both sides of roadways, where necessary. These recommendations should be tempered by consideration for Lafayette's objective of retaining its rural character.

Traffic Safety

The City has as a policy objective to deemphasize the automobile. This policy does not mean a lessening of traffic safety or maintenance of hazardous conditions. The narrow and curving roads which are characteristic of the most attractive parts of Lafayette are not hazardous in themselves, in that traffic and traffic speeds generally adapt to them. Locations of high accident incidence should

be analyzed and indicated improvements made, but a proliferation of stop signs, flashing signals, channelizations, etc., should be avoided in order to preserve the semi-rural character of the City.

Water Facilities

Water is the most important single factor in fighting structural fires and is vital for suppressing watershed or general brush fires. The size, type, and location of fire hydrants should meet the requirements of the local fire authority. Water storage and distribution systems should be able to support the required or estimated maximum daily flow for regular uses, in addition to a capacity to support a fire flow for a minimum duration of two hours. Separately developed private water systems should not be approved.

Clearance Between Structures, Brush and Vegetation Growth

Areas that consist of, or are adjacent to, forests, brush or grass covered land, land covered with flammable material, or hilly terrain, should be required to conform to the State Forest and Fire Law Clearance Requirements, Public Resources Code, Section 4291. The Code is not recited here, however, it should become part of the subdivision ordinance.

Fire Breaks

The plan has proposed a system of riding/hiking trails in conjunction with the Open Space/Conservation, Parks and Recreation Element. These trails, together with existing fire breaks, will provide appropriate separations between various uses, structures, and vegetation.

SEISMIC SAFETY

Reference here is made to the Appendices containing the detailed preliminary investigations and conclusions from the U.S. Geological Service and the California Division of Mines and Geology. The U.S.G.S. and Division of Mines has compiled preliminary reports on the geology and geologic engineering aspects of the Bay Area, and those preliminary findings applicable to the Lafayette area are included in the Appendix. The Soils Survey of Contra Costa County was published by the U.S. Department of Agriculture, Bureau of Chemistry and Soils.

APPENDIX A

TRAILS PLAN IMPLEMENTATION

Funding

The source of monies for establishing and maintaining a trails system might be any one or more of the following:

User Taxes

Bicycle, equestrian, and hiker registration or licensing may be possible, but is not recommended. The fees collected would not likely be significant; administration and enforcement would be difficult; administrative costs would be high relative to fees collected; and an equitable fee system based on usage would be difficult to develop.

Donations from Individuals and Groups

These would include service and fraternal organizations, Scouts, hiking and conservation groups, horsemen associations, parent/teacher associations, and groups such as the Lafayette Design Project and Lafayette Improvement Association. Donations could be in the form of cash, labor, or materials. Several such groups have already indicated support. Even a minimum fund raising program should be able to raise several thousand dollars from these sources.

Federal Grants

Two federal programs presently exist which provide for matching funds for a trails system such as the one herein suggested for Lafayette.

One is administered by the Interior Department's Bureau of Outdoor Recreation, acting through the California Department of Parks and Recreation. This program was authorized by the Land and Water Conservation Fund Act of 1965 (Public Law 88-578) and provides for reimbursement to the states and their political subdivisions of up to 50% of the costs of planning, acquisition and development of outdoor recreation areas and facilities. Lafayette is an eligible jurisdiction and could apply for such funds.

The other program is the Open Space Land Program administered by the U.S. Department of Housing and Urban Development. Section 702 of Title VII of the Housing Act of 1961 provides for matching grants to local public bodies for up to 50% of the cost of acquiring and developing land in urban areas for permanent open space use. Leases and easements can be

included as cost items.

Executive Order 11237, issued on July 27, 1965, sets forth federal policies and requirements for coordination of these two programs. Criteria and application procedures for funding requests are in the City Manager's office.

Other similar funds may become available in the future. For example, a California State Assembly Committee (Natural Resources and Conservation) in 1971 approved a bill which would make 0.5% of the state highway fund available for bicycle paths in areas where they would relieve congestion.

City Funds

Federal matching funds require, at a minimum, equal funding by the political subdivision(s) seeking such funds. The Council could choose to utilize funds presently available to Lafayette (subventions resulting from incorporation) or call for a special tax election specifically for this purpose.

East Bay Regional Park District (EBRPD)

It is reasonable to assume that inasmuch as a major portion of the recommended trails system represents a regional link, EBRPD might be expected to contribute both funds (including maintenance) and expertise to a significant extent. Such participation would, in addition, enhance the likelihood of obtaining matching funds. The extent of EBRPD participation would be a matter of negotiation between that district and the City.

East Bay Municipal Utility District (EBMUD)

That portion of the recommended trails system on EBMUD Lafayette Reservoir property could presumably be included without cost to the City.

SUGGESTED STANDARDS FOR BIKING TRAILS

- One-way trails should be a minimum of six feet in width and two-way trails should be 12 to 15 feet in width.
- Striping on regular roadways and streets will be the easiest, least expensive method of establishing trails at present. No parking should be allowed on these trails.
- Any major changes on the streets where trails are recommended should include consideration of a biking

trail separated from auto traffic by shrubbery.

- All biking trails should be marked with a bike stencil.
- Bike routes and crossings should be marked with the nationally approved signs.
- A brochure containing safety rules and regulations should be issued. A map indicating bike trails and points of interest should be included.

gp-a

APPENDIX B .

(Insert Geologic Formations Map Here.)

LAFAYETTE AND ENVIRONS GEOLOGIC SETTING

The San Francisco Bay Area is crossed by an active, north/northwest-trending fault system comprising, from west to east, the zones of the San Andreas, Hayward, and Calaveras (Franklin) faults. Lafayette and environs lie on the east edge of the Berkeley Hills. These hills comprise a belt of faulted anticlinal and synclinal folds with a structural grain that roughly parallels the trace of the Hayward and Calaveras faults which bound them on the west and east, respectively.

The Lafayette area lies adjacent to and west of the trace of the Calaveras (Franklin) fault. Folds and faults in the area appear to reflect adjustment to strain resulting from differential, right lateral movement between the large block underlying the Berkeley Hills west of the Calaveras (Franklin) fault zone and block, including the Mt. Diablo region, east of the Calaveras (Franklin) fault zone.

The rocks in the area range in age from Upper Cretaceous to Quaternary. Marine and transitional marine/non-marine sedimentary rocks are the dominant types. The latter groups of strata are Mio-Pliocene in age and include minor properties of volcanic rocks. The strata exposed in the area are not homogeneous; they comprise interlayered units which range from firm, ridge forming sandstone to claystone barely stronger than the soil that forms upon it. Slope stability reflects these diverse geologic factors.

Faults

At Walnut Creek, the northwest-trending Calaveras (Franklin) fault is the most prominent structural feature and the most likely site of both seismic and non-seismic earth movements. Another major fault, the Las Trampas fault, parallels the Calaveras (Franklin) fault, and lies about two miles west of it.

The Calaveras fault is a plane of separation and right lateral movement between the Mt. Diablo region and the Berkeley Hills. Much of the true nature of the Calaveras fault is obscured by alluvium, streets and buildings; but, it is evident that it is a complex zone of many faults. The existence of the fault trace beneath the alluvium is supported by topographic features on the northeast flank of the hill northwest of Pleasant Hill School. The alignment of ridges, truncated spurs, valleys, swells, ravines, and landslides appear to extend the trace northwest into the Briones Valley quadrangle. The fault is considered to be active, but no earthquake or shearing has produced any surface rupture recent enough to be preserved in the Walnut Creek area.

The Las Trampas fault lies about two miles west of and generally parallel to the Calaveras fault, and the plane of the fault is essentially vertical. Borings and excavations in the area appear to reveal a right lateral movement caused by a local rebound of stressed fault zone material, although it may be caused by creep movement on the fault itself. No surface evidence of such movement has been observed, but is significant that the Las Trampas fault is under stress.

Landslides

Slopes now widely landslide have had a long history of such movement, and remnants of very ancient slides should be anticipated in the area. Most explored landslides in the Lafayette area are of the type called "slump type" slope failures. A slump is the downward slipping of a mass of rock or unconsolidated material of any size, moving as a unit or as several subsidiary units, usually with backward rotation on a more or less horizontal axis parallel to the cliff or slope from which it descends. Slumps may involve either or both soil and bedrock.

Earthflows are characterized by the triggering capacity of water which adds weight and reduces the cohesiveness of clay-rich materials--a role which it plays in most slope failures. Earthflows are very fluid masses of soil and rock debris which commonly develop from slumps, either soil slumps or deeper slumps, the two masses of which have become highly disordered and intermixed with soil. Being more fluid than slumps, earthflows more quickly lose their identifying features. They occur most commonly on the same geologic units as those which yield the greatest number of slumps, but can develop in any elevated soil mass subject to soaking.

Slope wash is composed of angular fragments of the more resistant bedrock units mixed with various amounts of soil through a range that includes many deposits comprised wholly of soil and organic debris. This material lies on slopes, the floors of ravines, and in some areas it chokes narrow valleys. The uphill limit of slope wash is generally where it attains a thickness of three feet; the lower contact where slope wash appears to merge with a wedge out over older, soil covered terrace surfaces. Slope wash tends to pond in side slope basins formed by lateral widening of stream courses along less resistant rock units. The toes of slides are sites of abundant slope wash accumulation. Ravine cut in soft rocks are apt to be choked with slope wash and slump debris. Such concentrations sometimes develop physical characteristics similar to glaciers.

During wet weather, slope wash is unstable and plastic. Its rate

of movement ranges from extremely slow creep to the rapid flow of slumps and mudflows. This is the unit most commonly altered by human modifications of the land and is the quickest to respond to changes.

Slope wash derived from sandy rocks tends to be better drained, becomes less plastic when wet and supports heavier vegetation. The converse is true of slope wash on more clay-rich subjacent rock.

In level areas, one of the most troublesome stability problems is expansive soil. Strongly expansive soil loses volume when it dries; this is manifest in deep cracks which form during the dry season and a corresponding expansion when wet. Such soils commonly are called adobe. The development of any soil covered area should be preceded by soil tests unless these deposits are to be removed.

Quaternary alluvium is found only at a few sites in the area where rapid transport or deposition of sediments is current. Most of the major drainage channels are floored by alluvium composed of clay, silt, sand and gravel, and these deposits are not extensive enough to offer exploitable volumes of sand and gravel. Present (1966) County flood control plans and measures probably will lead to the ultimate concealment of most major natural channels.

Slope Stability

Some geologically recent event has caused the stream channels of the area to become deeply entrenched to their uppermost reaches and their banks are steep and undercut. Bedrock slopes formerly buttressed by stream deposits, slope wash accumulation, and landslide debris are losing that support as the banks cut back through these deposits to the base of the slopes. The concentration of landslides in weak rocks and near faults is evident along the active stream channels.

The Cierbo Sandstone and Briones Formation are natural water reservoirs in the trough of the Rodeo fold and on the flanks of the Pinole fold. These structures are breached by faults, erosion, and the works of man, and local groundwater escapes through springs and seeps which create slope stability problems.

Runoff is controlled to some extent to rock type. Sandy rocks, such as the Cierbo Sandstone, parts of the Briones Formation, and the loamy soils which form them, tend to absorb water and inhibit runoff. In contrast, clay-rich rocks and the heavy soils which form upon them contribute to high runoff. These effects are both augmented and moderated by the interrelated factors of vegetation and exposure. Slopes underlain by fine grained sedimentary rocks

rich in clay are generally grassy. Where the Rodeo Shale is exposed on the flanks of the Pinole fold west of Las Trampas fault, south-facing slopes on the north flank are grass covered, and the upper less stable part of the shale is landslid. On the corresponding north-facing slope of the south flank of the fold, the porcelaneous part of the Rodeo Shale is covered by scrub oak, bay, buckeye, and poison oak thicket, and the upper part by interspersed grass and oaks.

On the Orinda Formation, in the southwest quarter of the area, cover on north-facing slopes ranges from heavily wooded to interspersed oaks and grass. Slopes with other exposures are predominantly grass covered. Here again, the less wooded and grassy slopes are the least stable. It is possible that some ancient slides are masked by vegetation and that the distribution of grass and trees might not always have been the same. Areas of grass used for grazing are less stable than adjacent, natural slopes.

Vegetative cover is not a controlling factor in deep, bedrock slope failures; but, weathered rock and soil are more stable if they are host to a well developed root mass.

Geologic Formations in the Lafayette Area

Solid underlines indicate conditions that may be critical to planning, design, and construction of engineering works.

This data was obtained from the "Preliminary Geologic Map and Engineering Geologic Information, Oakland and Vicinity, California," by Dorothy Radbruch and J.E. Case, 1967.

Qac - ALLUVIUM AND COLLUVIUM

General Description

Composition varies from place to place. In small swift flowing streams, recent alluvium largely sand, pebbles, and boulders; alluvium in flat valleys and colluvium on hillsides generally finer material, usually dark in color. Alluvium and colluvium underlain by rocks of Contra Costa Group and/or Moraga Formation commonly contain much swelling clay. Colluvium as much as 60 feet in thickness on west side of Moraga Valley; alluvium a few inches to more than 75 feet in thickness.

Topographic Formation

Recent alluvium fills stream valleys and forms flat valley bottoms; alluvium fills and obscures many old hillside ravines too small or indistinct to show; colluvium mantles sides of hills.

Weathering and Soil Development

Thickness of soil varies from a few inches to several feet. In flat valleys, soils as much as three (3) feet in thickness have developed on alluvium. In places, soil clayey, shrinks and swells.

Workability

Can be moved with hand tools. Where material is clayey, may be very heavy and sticky when wet, sticking to tools and miring heavy equipment.

Slope Stability and Foundation Conditions

Depends on composition. Alluvium and colluvium derived from rocks of Contra Costa Group and/or Moraga Formation generally contain expansive clay. May cause heaving and cracking of structures in flat area; susceptible to sliding on hillsides. Alluvium in old ravines may slide.

Remarks

None.

Tcc - CONTRA COSTA GROUP, UNDIFFERENTIATED (INCLUDES PINIOLE, TUFF, Tcp)

General Description

Conglomerate, sandstone, and siltstone, with minor amounts of limestone and tuff; interbedded and lenticular; greenish-gray, reddish-brown. Contains unnamed rocks younger than formation of the Contra Costa Group (Blad Peak, Siesta, Moraga, and Orinda) which are recognized west of Moraga fault. Includes Pinole Tuff, Tsp. Rocks poorly consolidated, contain montmorillonite clay. Fractured, cut by faults; prominent and widespread jointing; joint surfaces iron-stained. Beds range from less than one (1) inch to 80 feet thick. Maximum thickness of unit unknown.

Topographic Form

Underlines rolling to moderately steep sided hills and intervening northwest-trending valleys.

Weathering and Soil Development

Weathering irregular, from a few inches to several feet. Weathered rock soft, clayey. Soil lacking or as much as ten (10) feet thick in ravines; generally clayey.

Workability

Can be moved with power equipment.

Slope Stability and Foundation Conditions

Slope stability poor. Abundant slides in both soil and rock, on natural and cut slopes. Slides abundant on north-facing slopes; slides in rock may move on joint surfaces. Expansion of clayey soil derived from this unit may cause heaving of structures.

Remarks

Properly compacted material from formation suitable for artificial fill. Earthquakes may trigger soil slips and landslides in this unit, particularly if rocks and soil are saturated. Abundant landslides may increase cost of development.

Tsp - SAN PABLO FORMATION

General Description

Sandstone, medium grained, slightly clayey, with shell bands in places; few lime cemented resistant layers one (1) foot or less in thickness. Minor pebble conglomerate, locally

fossiliferous. Some layers of clay shale, with jarosite coatings on joint surfaces. Fresh rock olive-gray, weathered rock dark yellowish orange. Beds from a few inches to tens of feet in thickness. Joints less than one inch to several feet apart. Maximum thickness unknown. Rests unconformably on the Briones Sandstone.

Topographic Form

Moderately steep, rounded hills and ridges.

Weathering and Soil Development

Rock weathered, soft, iron stained along joints to depths of 20 feet or more. Soil generally sparse sandy loam, less than one (1) foot thick; may be six (6) feet or more in thickness in ravines.

Workability

Can be moved with power equipment.

Slope Stability and Foundation Conditions

Stands in 1:1 cuts with only minor sloughing. Foundation conditions good.

Remarks

None.

Tb - BRIONES SANDSTONE (INCLUDES HERCULES SHALE, MEMBER OF LAWSON, Th1)

General Description

Sandstone, slightly clayey, fine-grained, some sandy silty claystone. Light yellowish-gray when fresh; weathers dark yellowish-orange. Joints a few inches to less than an inch apart; breaks into small pieces along joints. Lower part of formation generally massive, contains more claystone. Upper and lower parts not separated on map. Hercules shale member (Th1) predominantly siliceous. Thickness approximately 1,300 feet. Conformably overlies and grades into the Rodeo Shale.

Topographic Form

Generally forms ridges and rolling hills with steep sided ravines. Ridge slopes commonly steep, 25 to 30 degrees.

Weathering and Soil Development

Weathered rock soft to moderately hard; intensely weathered to 20 feet, iron stained to depths of at least 75 feet maximum depth observed. Soil generally sparse.

Workability

Can be moved with power tools; clayey sandstone and claystone may be sticky when wet.

Slope Stability and Foundation Conditions

Minor erosion and gullying in soft weathered sandstone in cuts; soil and weathered rock slides observed in places in upper part of formation on natural slopes as low as 20 degrees. Foundation conditions good to fair.

Remarks

None.

Tr - RODEO SHALE

General Description

Clay shale, siliceous shale, siltstone, some firm clayey sandstone. Much massive, bedding irregular, obscure in most places. Olive-black where fresh; weathers pale yellowish-brown to grayish-orange. Intensely jointed; joints less than an inch to one (1) foot apart. Fissile. Contains gypsum and/or jarosite in some places. Maximum thickness about 700 feet. Contact with the Hambre Sandstone is conformable and commonly gradational.

Topographic Form

Steep sided hills; slopes of 30 degrees or more common.

Weathering and Soil Development

Weathered, iron stained along joints to depths of 60 feet or more. Soil sparse, dusty yellowish brown, generally less than one foot thick. Bare slopes common.

Workability

Can be moved with power tools.

Slope Stability and Foundation Conditions

Stands well in most places in cuts of 1:1. Some slides and slumping in clayey parts of units and overlying soil when wet. Foundation conditions good to fair.

Remarks

None.

Th - HAMBRE SANDSTONE

General Description

Sandstone, very fine grained, clayey, soft, pebbly in places, with minor amounts of clayey siltstone. Some firm sandstone beds 2-10 feet thick. Light olive-gray; grayish-orange when weathered. Numerous closely spaced joints, commonly one (1) to three (3) inches apart. Generally very friable, sticky when wet. Weathers spheriodically between joints into small, rounded fragments. Estimated maximum thickness 3,000 feet. Conformably overlies Tice Shale.

Topographic Form

Steep sided hills, slopes of 30 degrees. Some more resistant beds form knobs, ridges, spurs.

Weathering and Soil Development

Weathered, soft, to depths of 25 to 35 feet. Soil sparse on resistant sandstone; otherwise, 2-5 feet thick, more in ravines. Soil brownish-black, clayey, shrinks and swells.

Workability

Most can be moved easily with power tools; some resistant beds may require blasting.

Slope Stability and Foundation Conditions

In places, both soils and rock slides form on natural slopes as low as 25 degrees. Stands in some artificial cuts of 1 1/4 to 1, many show some slumping and much washing and gullyng. Sandy mud accumulates at base of cuts. Foundation conditions good to poor.

Tm - MORAGA FORMATION

General Description

Basalt and andesite flows, dark gray; locally amygdaloidal. Interbedded clastic rocks, includes conglomerate, sandstone, siltstone, agglomerate, tuff, mixtures of volcanic and nonvolcanic debris; minor limestone and lignite. Layers a few inches to 200 feet thick. Yellowish-gray rhyolite tuff within clastic sequence forms marker bed near middle of formation. Poorly sorted volcanic debris on hill south of Moraga substation may be volcanic mudflow. Entire formation sheared and fractured. Maximum estimated thickness approximately 1,300 feet. Conformably overlies and probably interfingers with Orinda Formation.

Topographic Form

Form prominent steep sided ridges. Slopes generally more than 30 degrees.

Weathering and Soil Development

Tops of individual flows oxidized red; soil sparse, where developed is generally clayey. Colluvium may be as much as 60 feet thick.

Workability

Clastic rocks or intensely fractured volcanic rocks can be moved with power equipment; basalt and andesite generally require blasting.

Slope Stability and Foundation Conditions

Basalt and andesite generally stable, and foundation conditions good. Many small slides form in clastic rocks, and in places very large slides have moved on clayey clastic units or formed in overlying clayey colluvium.

Remarks

Crushed volcanic rock from the Moraga Formation is a major source of fill and base rock in this area; some large firm blocks of unweathered volcanic rock also used as rip-rap. Slopes so steep that development may be difficult.

Ts - SIESTA FORMATION

General Description

Claystone, silty, and sandstone, very fine to medium grained; greenish-gray to pale brown. Claystone generally massive,

may be very finely laminated. Minor pebbly conglomerate, cherty limestone, impure tuff, and basalt. Cut by faults. Beds one (1) inch to twelve (12) feet thick; most 1-5 feet thick. Maximum thickness unknown. Conformably overlies the Moraga Formation.

Topographic Form

Flat or gently rolling topography of bottom and sides of Siesta Valley.

Weathering and Soil Development

Weathering irregular, depth varies from a few inches to as much as 15 feet. Weathered rocks soft, structureless, clayey. Soil lacking or as much as three (3) feet thick, more in ravines.

Workability

Can be moved with hand tools or power equipment.

Slope Stability and Foundation Conditions

Many slides form on both natural and cut slopes in this unit, although some highway cuts appear to be stable at 1:1 slopes. Foundation conditions fair to poor. Expansion clayey soil may cause damage to structures.

Remarks

Part of floor of Siesta Valley north of Highway 24 consists of old slide material of the Siesta Formation.

Tor - ORINDA FORMATION

General Description

Conglomerate, sandstone, siltstone, and claystone; contains swelling clay. Bluish-gray, greenish-gray, and grayish-red. Beds one (1) inch to 100 feet thick. Sheared and fractured, numerous joints. Beds lenticular. Contains minor diabase dikes. Maximum estimated thickness approximately 2,300 feet. In the Berkeley Hills overlies the Claremont Shale with apparent erosional and possible slight angular unconformity.

Topographic Form

Generally forms valleys, but harder rocks of formation in

places form steep ridges.

Weathering and Soil Development

Depth of weathering irregular; varies from three (3) to twenty (20) feet; weathered rock soft, clayey. Soil sparse; may be lacking or as much as three feet thick, more in hillside ravines.

Workability

Can generally be moved with power equipment, but some dense, hard sandstone or conglomerate lenses may require blasting.

Slope Stability and Foundation Conditions

Slope stability poor; many slides in both rock and soil on both natural and cut slopes. Soil slides on natural slopes of 25 degrees and steeper; some cuts appear stable at 1:1. Swelling of expansive clay in rock and overlying soil could cause damage to structures.

Remarks

Sandstone or conglomerate beds that require blasting for removal may disintegrate in cuts after exposure to air. May squeeze in tunnels.

Tmz - MARTINEZ FORMATION

General Description

Sandstone and siltstone. Sandstone medium grained; much heavily glauconite, greenish-yellow or moderate olive brown. Some siltstone siliceous, some clayey; light olive gray or yellowish-gray when fresh, weathers grayish-orange to pale red. Many fracture surfaces in siltstone coated with grayish-yellow jarosite. Beds 18 inches to 30 feet thick; some siltstone massive. Numerous joints, less than an inch to three (3) feet apart. Thickness unknown; believed to be conformable with underlying cretaceous rocks.

Topographic Form

Forms moderately steep rounded hills and ridges; slopes generally 15 to 30 degrees.

Weathering and Soil Development

Weathered to depths of 50 feet. Weathers spheroidically in many places. Weathered siltstone soft, sandstone soft to firm. Soil generally thin, rocky, except in ravines.

Workability

May be moved with power equipment.

Slope Stability and Foundation Conditions

Stands in 1:1 cuts except where sheared; some slumping and falling of rocks from face of steeper cuts. Foundation conditions good to fair.

Remarks

None.

Ku - UPPER CRETACEOUS FORMATIONS, UNDIFFERENTIATED

General Description

Sandstone, fine to coarse grained, and shale. Light gray to medium when fresh, weathers yellowish-brown or grayish-orange. Some massive sandstone beds, but predominately alternating beds of sandstone and shale; without any visible distinguishing characteristics of other cretaceous units. Sheared, fractured and contorted. May include any of the Upper Cretaceous units and possibly unrecognized Eocene rocks. Fossils rare. Thickness and stratigraphic relations unknown.

Topographic Form

Forms rolling hills, moderately steep sided ridges and canyons.

Weathering and Soil Development

Depth of weathering may be 60 feet or more; some weathered rock firm; most soft, crumbly. Soil and colluvium may be as much as 25 feet thick in ravines.

Workability

May be moved with power equipment.

Slope Stability and Foundation Conditions

Slope stability and foundation conditions good to poor. In places, stands in 1:1 cuts, but subject to both minor

sloughing and major sliding. Two of largest slides in Berkeley Hills - Broadway Terrace and Drury Road slides - involve rocks of this unit.

Remarks

May squeeze in tunnels where sheared.

gp-b

APPENDIX C

(INSERT SOILS MAP HERE.)



SOILS

APPENDIX C

TABLE OF SOIL TYPES

Soils have been rated on a percent basis by evaluating such soil characteristics as depth, texture, chemical reaction, and density of the surface soil and subsoil, alkali content, drainage condition, and slope. Most favorable or ideal soil conditions for plan growth are related 100%. Based solely on soil characteristics.

Yl	Yolo Loam, 100%
Zl	Zamora Loam, 90%
Dl	Danville Clay Loam, 85%
Du	Dublin Adobe Clay Loam, 85%
Cr	Clear Lake Clay Loam, 85%
Sc	Salinas Clay Loam, 81%
Da	Dublin Adobe Clay, 63%
Bo	Botella Clay, 60%
Cy	Clear Lake Adobe Clay, 56%
Lc	Los Osos Clay Loam, 55%
Al	Altamont Clay Loam, 55%
Ol	Olcott Loam, 54%
Md	Montezuma Adobe Clay, 49%
Dc	Diablo Adobe Clay - Shallow Phase, 46%
La	Los Osos Adobe Clay - Shallow Phase, 46%
Tl	Tierra Loam, 38%
Cs	Cayucos Adobe Clay, 38%
Hu	Hugo Clay Loam, 36%
Cl	Cayucos Loam, 35%
Hc	Hugo Clay - Lower Phase, 34%
Aa	Arnold Sandy Loam, 33%
Ay	Antone Clay Loam, 21%
DC	Diablo Adobe Clay - Upper Phase, 18%
HC	Hugo Clay - Steep Phase, 15%
LA	Los Osos Adobe Clay - Steep Phase, 14%
Rb	Rough Broken Land, 7%
Rs	Rough Stony Land, 5%

Data from: Soils Map - Contra Costa County, California; U.S. Department of Agriculture Bureau of Chemistry and Soils.

Report: Soils Survey - Contra Costa County, California, by E.J. Carpenter, May 1939.

SOILS

In the valleys, the individual bodies of soil are small, and because of differences in drainage, local climate conditions and parent materials, numerous series and types of soils are intermingled.

In the hilly parts of the County, the different parent rocks have given rise to a number of different soils developed in place; the soils occur as more or less continuous bands broken by steep non-agricultural areas and drainageways.

Where the rainfall is relatively heavy (as it is in the western part of the County), the winds sweep inland from the ocean, and bays are cool and moist, the soils are leached of lime and are comparatively dark colored because of an accumulation of organic matter--the youthful hill soils in the western part of the County retain lime in the subsoil and are dark gray or black--the valley soils in the western part of the County are dark colored and leached of lime; the soils in the western part are leached of salts and in part are wooded with oaks. Ferns, trees and brush grow thickly in the more shaded canyons.

Soils of the Hilly and Mountainous Areas

The soils of the hilly and mountainous areas comprise the Arnold soils, which have predominantly gray or grayish-brown surface soils; the Hugo soils, which are dull brown; the Altamont and Los Osos soils, which are brown or dull, dark brown; and the Diablo and Cayucos soils, which are black. All these soils are developed from the underlying weathered rock and are comparatively shallow. These soils are used for pasture and for the production of grain and hay. The larger areas are steep, and the soils are shallow. They are utilized for grazing in connection with dairy farms and livestock ranches. Wheat and barley, much of which is cut green and cured for hay, are grown extensively on the smoother and more gentle slopes.

Soils of the Valley and Coastal Plain Areas

The older soils are developed mainly on the more elevated alluvial fan slopes, streams, and coastal plain terraces. They represent conditions in profile development identified with compacted and heavy textured subsoils, horizons of accumulated lime and colloidal materials and the development of a certain structure which generally are indicative of moderately mature or mature stages in soil development. The mature or markedly developed soils have heavy textured, tough subsoils which are less permeable to deep rooted crops than the younger soils of the valleys and coastal plain areas. Within the group of older soils are the Zamora, Tierra, Olcott, Antone and Montezuma series,

which differ widely in color, thickness of surface soil, microrelief, moisture holding capacity, response to cultural treatment, productiveness and utilization.

Younger Soils

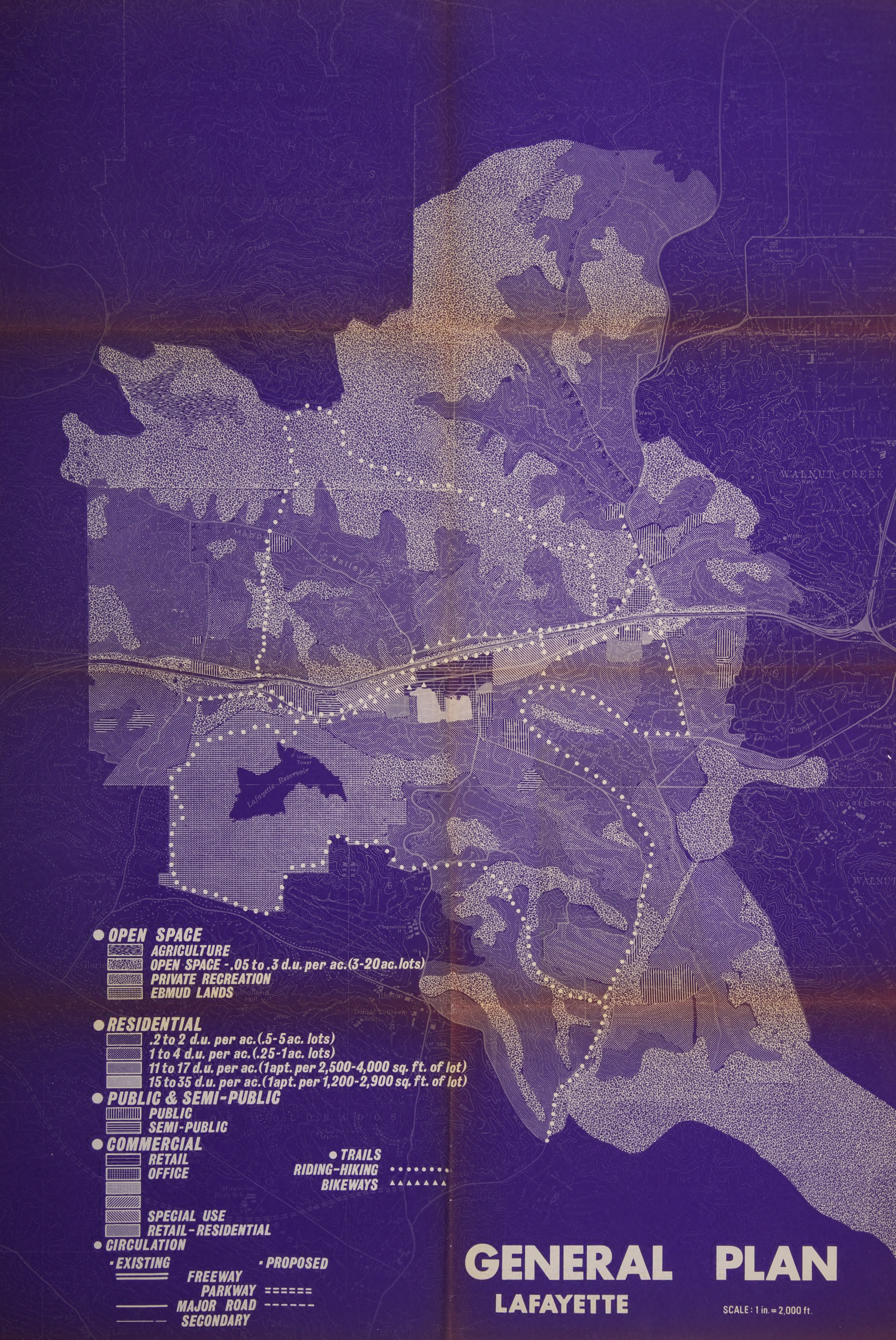
The younger soils occupy the stream flood plains, lower recently built stream terraces, and lower slopes of the alluvial fans and valley plains in which the parent soil materials have given rise to soils, in which the soil profile is undeveloped and dominated by layers of parent materials or geological stratifications of alluvial materials. The less recent materials have given rise to soils in which an incipient or youthful profile development is expressed. The soils of the subgroup are dominated by permeable subsoils and substrata. Drainage is not so well developed as in the older soils of the valleys and coastal plan areas. Low lying areas are subject to overflow at times, and some of the soils have water tables and accumulated saline salts. Members of this group are the Yolo, Salinas clay loam, Botella clay, Danville clay loam, Dublin adobe clay, Dublin adobe clay loam, Clear Lake adobe clay, Clear Lake clay loam, rough broken land, and rough stony land series.

gp-c

U.C. BERKELEY LIBRARIES



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- **OPEN SPACE**
 - AGRICULTURE
 - OPEN SPACE -.05 to .3 d.u. per ac. (3-20 ac. lots)
 - PRIVATE RECREATION
 - EBMUD LANDS
- **RESIDENTIAL**
 - .2 to 2 d.u. per ac. (.5-5 ac. lots)
 - 1 to 4 d.u. per ac. (.25-1 ac. lots)
 - 11 to 17 d.u. per ac. (1 apt. per 2,500-4,000 sq. ft. of lot)
 - 15 to 35 d.u. per ac. (1 apt. per 1,200-2,900 sq. ft. of lot)
- **PUBLIC & SEMI-PUBLIC**
 - PUBLIC
 - SEMI-PUBLIC
- **COMMERCIAL**
 - RETAIL
 - OFFICE
 - SPECIAL USE
 - RETAIL-RESIDENTIAL
- **CIRCULATION**
 - EXISTING
 - FREEWAY
 - PARKWAY
 - MAJOR ROAD
 - SECONDARY
 - PROPOSED
 - FREEWAY
 - PARKWAY
 - MAJOR ROAD
 - SECONDARY
- **TRAILS**
 - RIDING-HIKING
 - BIKEWAYS

GENERAL PLAN

LAFAYETTE

SCALE: 1 in. = 2,000 ft.

